P. SALATA.

ROOF CONSTRUCTION FOR FREIGHT CARS.

APPLICATION FILED SEPT. 22, 1921.

1,417,573. **Patented May 30, 1922.**

FIG. 1.

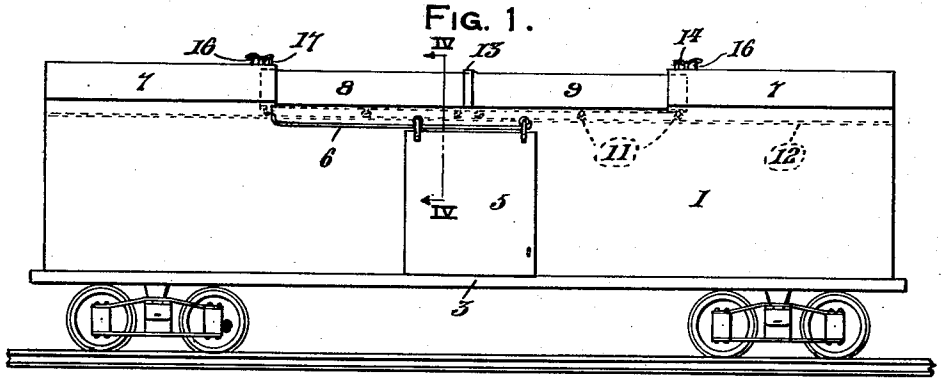


FIG. 2.

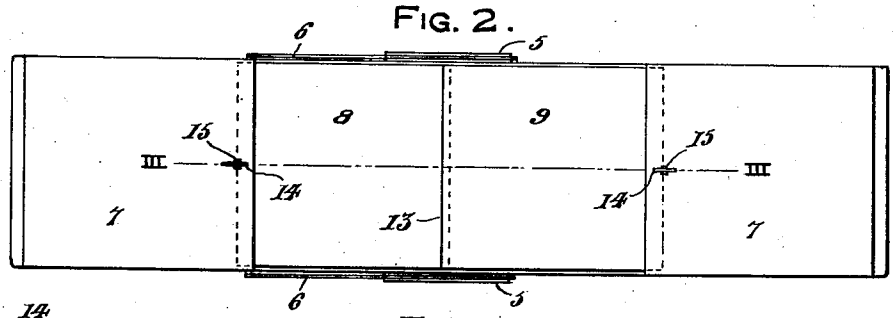
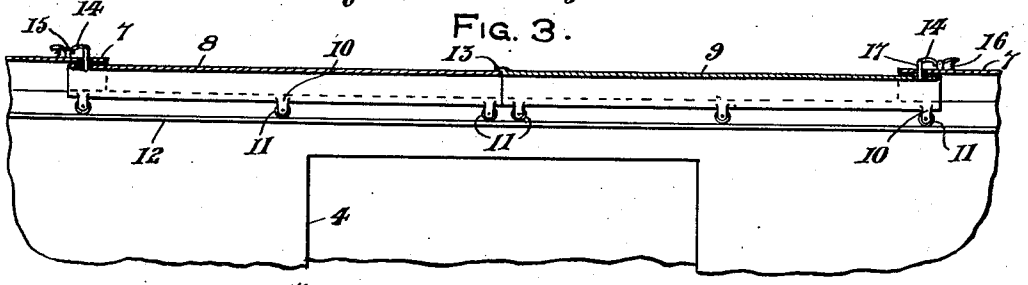


FIG. 3.



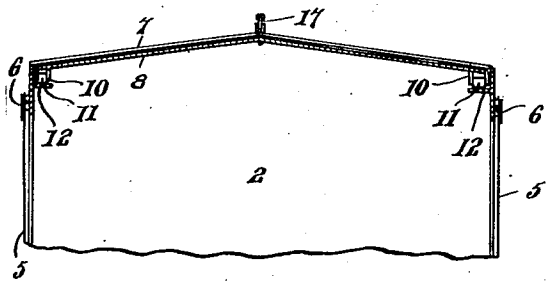


FIG. 4.

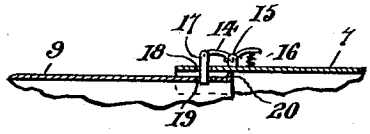


FIG. 5.

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ROOF CONSTRUCTION FOR FREIGHT CARS.

1,417,573. Specification of Letters Patent. Patented May 30, 1922.

Application filed September 22, 1921. Serial No. 502,354.

To all whom it may concern:

Be it known that I, PAUL SALATA, a citizen of Czecho-Slovakia, residing at Natrona, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Roof Constructions for Freight Cars, of which the following is a specification.

This invention relates to certain new and useful improvements in roof construction for freight cars and has particular reference to a freight car of the usual type embodying a side opening closed by a sliding door with sections of the roof slidably mounted upon the car body capable of being moved to present an unobstructed opening at the upper side of the car for purposes of loading the car.

A further object of the invention has reference to a railroad car designed for the hauling of freight or the like wherein fixed cover or roof sections are arranged at opposite ends of the car while the middle sections of the roof are slidably mounted upon the car body and adapted to be moved to a position underlying the fixed roof sections to present an opening at the upper side or roof of the car for purposes of loading the same, cooperating latch devices carried by the fixed and sliding sections for holding the sliding sections in a locked and closed position.

With the above general objects in view and others that will appear as the nature of the invention is better understood, the same consists of the novel form, combination and arrangement of parts hereinafter more fully described, shown in the accompanying drawing and claimed.

In the drawing, wherein like reference characters designate corresponding parts throughout the several views,

Figure 1 is a side elevational view of a railway car constructed in accordance with the present invention, the sliding roof sections being shown in closed position,

Figure 2 is a top plan view of the same,

Figure 3 is a longitudinal sectional view taken on line III—III of Fig. 2 showing the sliding roof sections and the tensioned latch devices for holding the same in closed potion,

Figure 4 is a detail sectional view taken on line IV—IV of Fig. 1 showing the side ledges upon the inner faces of the side walls of the car body supporting the sliding roof sections, and

Figure 5 is an enlarged detail sectional view of the tensioned latch device.

Referring more in detail to the accompanying drawing there is illustrated a freight car body embodying side walls 1, end walls 2 and a platform base 3 mounted upon a standard construction of wall base. The side walls 1 of the car body are provided with door openings 4 closed by sliding doors 5 working on runners 6 as clearly shown in Figs. 1 and 2.

The roof of the car embodies stationary end sections 7 extending inwardly from the end walls 2, each stationary end section occupying approximately one quarter of the length of the upper side of the car, leaving a central open space at the upper side of the car as illustrated. Sliding roof sections 8 and 9 are associated with the upper side of the car and are adapted to close the central opening, each sliding roof section carrying depending feet 10 provided with rollers 11 resting upon inwardly directed longitudinally extending ledges 12 carried by the inner faces of the side walls 1 of the car as clearly shown in Figs. 3 and 4. The sliding roof section 9 has an offset lip 13 overlying the adjacent edge of the sliding section 8 to provide a substantially sealed connection between the sliding sections, the sections 8 and 9 when in closed position lying beneath the cover sections 7 as indicated in Fig. 3.

To hold the sliding roof sections in the closed positions illustrated, a tensioned latch device is carried by the inner end of each stationary roof section 7 and the latch devices including a lever 14 pivoted upon the post 15 carried by the roof section 7 and tensioned as at 16 to cause the pin 17 carried by the forward end of the latch lever 14 to be lowered through an opening 18 in the roof section 7 and received in an opening 19 in the outer ends of the sliding roof sections 8 and 9 respectively, the outer ends of the roof sections 8 and 9 being flanged upwardly as at 20, and shown in Fig. 3, for frictional engagement with the lower faces of the roof sections 7 to provide for a substantially rigid mounting of the sliding roof sections 8 and 9.

When it is desired to load the car, the latch

levers 14 are operated to release the pins 17 from the sliding roof sections 8 and 9, whereupon the sliding roof sections are slid outwardly adjacent the opposite ends of the car to occupy positions beneath the stationary roof sections 7 thereby presenting an unobstructed opening in the upper side of the car. After loading the car, the sliding roof sections 8 and 9 are moved inwardly with the rollers 11 moving over the ledges 12 to present the lift 13 of the section 9 in a position to overlie the adjacent end of the section 8 with the pins 17 of the tensioned latch devices received in the openings 19 of the sliding sections. In unloading the car the material may be either removed through the top opening or taken from the side door openings 4 by moving the doors 5 upon their sliding mountings 6.

While there is herein shown and described the preferred embodiment of the present invention, it is nevertheless to be understood that minor changes may be made therein without departing from the spirit and scope of the invention.

What is claimed as new is:—

1. A freight car comprising a body having fixed end roof sections and central slidable roof sections mounted on the car body and adapted when in open position to underlie the fixed end roof sections.

2. A freight car comprising a body having fixed end roof sections and central slidable roof sections mounted on the car body and adapted when in open position to underlie the fixed end roof sections, and coperating devices carried by the fixed and the sliding roof sections for holding the sliding sections in closed position.

3. A freight car comprising a body having fixed end roof sections and central slidable roof sections mounted on the car body and adapted when in open position to underlie the fixed end roof sections, a tensioned latch lever carried by the inner end of each fixed roof section adapted to engage the outer end of the adjacent sliding section to hold the sliding sections in closed position.

4. A freight car embodying a body, fixed end roof sections carried thereby, an inwardly directed longitudinal ledge carried by each side wall of the body adjacent the upper end thereof, sliding roof sections supported on said ledges with the outer ends underlying the fixed roof sections, and means for holding the sliding roof sections in closed position.

5. A freight car embodying a body, fixed end roof sections carried thereby, an inwardly directed longitudinal ledge carried by each side wall of the body adjacent the upper end thereof, sliding roof sections supported on said ledges with the outer ends underlying the fixed roof sections, and a tensioned latch device carried by the inner end of each fixed roof section adapted to engage the outer end of the adjacent sliding section for holding the sliding sections in closed position.

In testimony whereof I affix my signature

PAUL SALATA.