July 9, 1968 L. F. A. GROB ET AL 3,391,654

RAILWAY CAR

Filed July 15, 1966 5 Sheets-Sheet 1

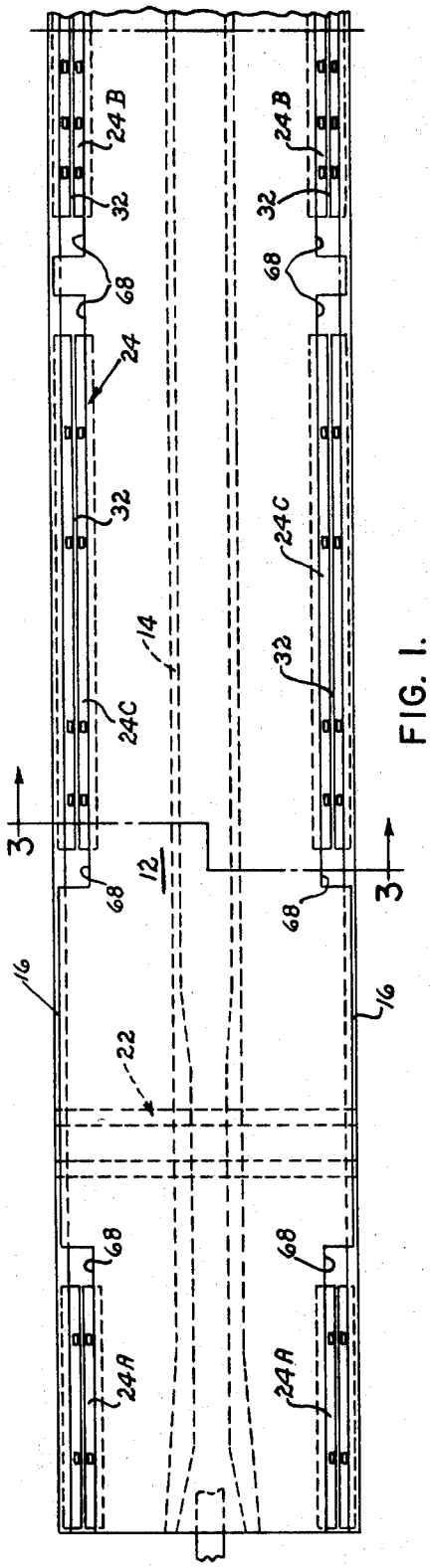


FIG. 1.

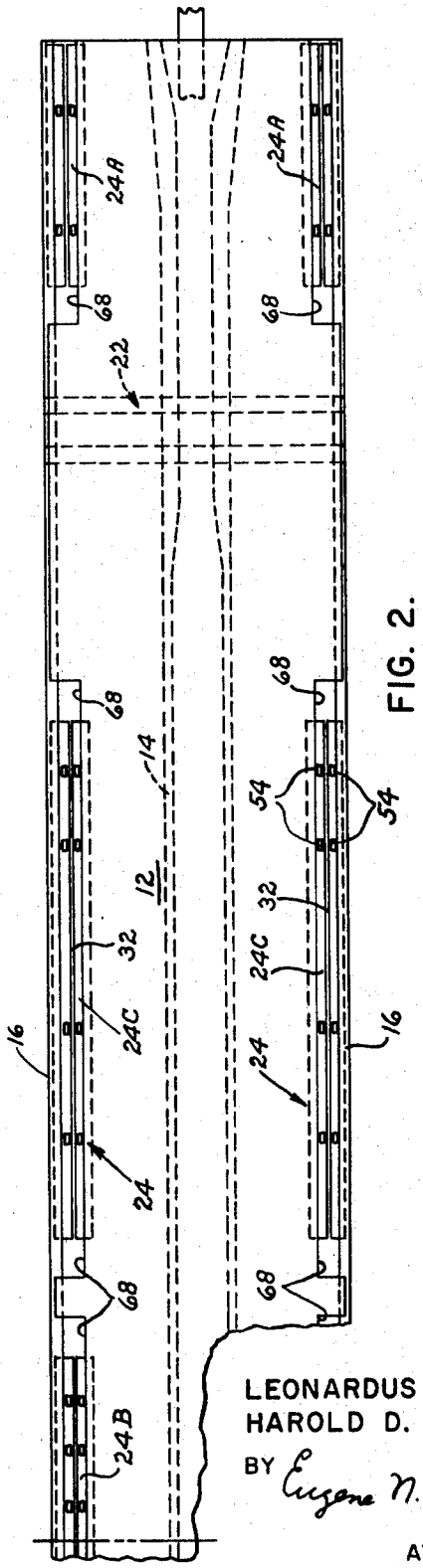


FIG. 2.

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July 9, 1968 L. F. A. GROB ET AL 3,391,654

RAILWAY CAR

Filed July 15, 1966 5 Sheets-Sheet 2

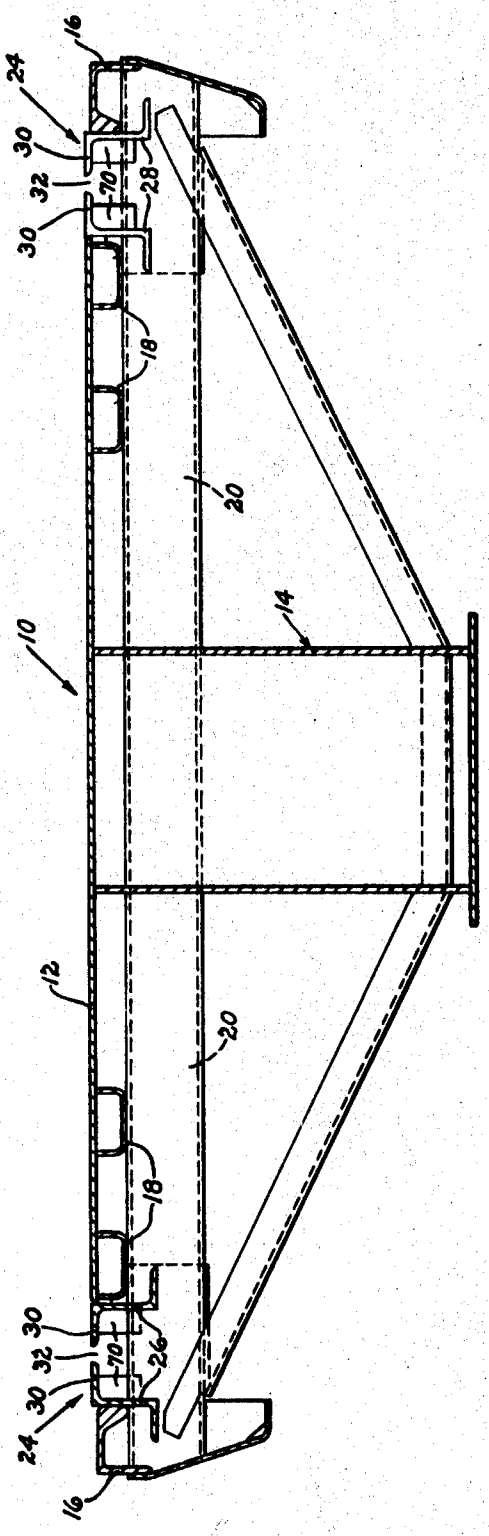


FIG. 3.

July 9, 1968 L. F. A. GROB ET AL 3,391,654

RAILWAY CAR

Filed July 15, 1966 5 Sheets-Sheet 3

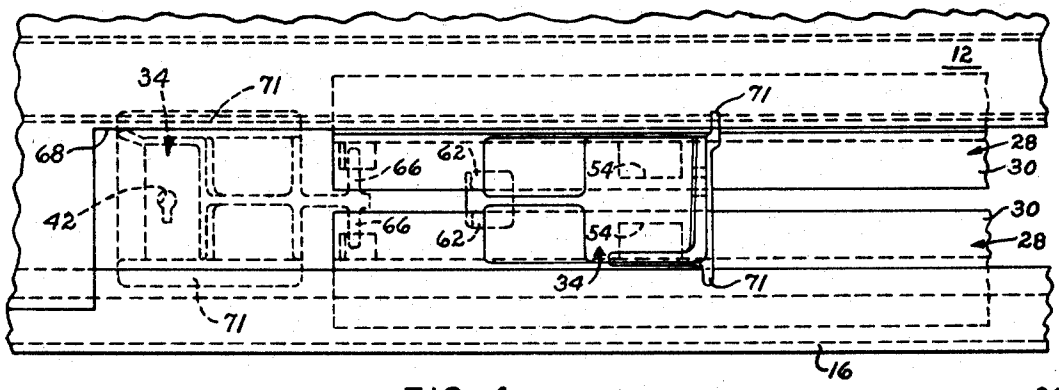


FIG. 4.

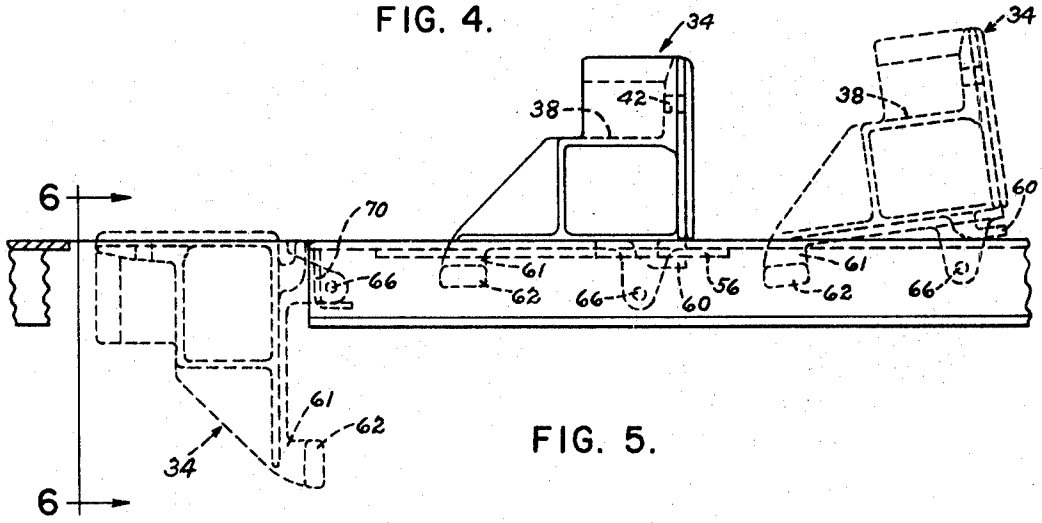


FIG. 5.

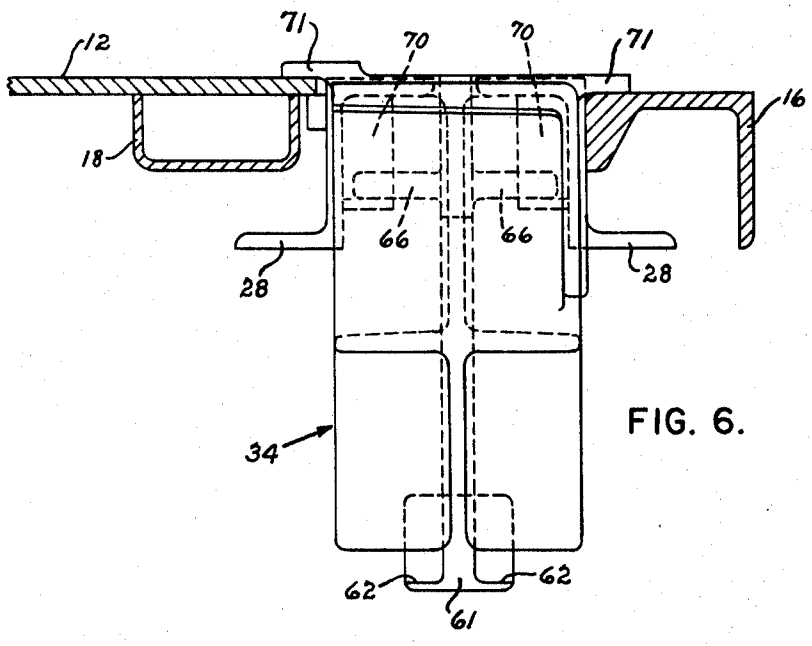


FIG. 6.

July 9, 1968 L. F. A. GROB ET AL 3,391,654

RAILWAY CAR

Filed July 15, 1966 5 Sheets-Sheet 4

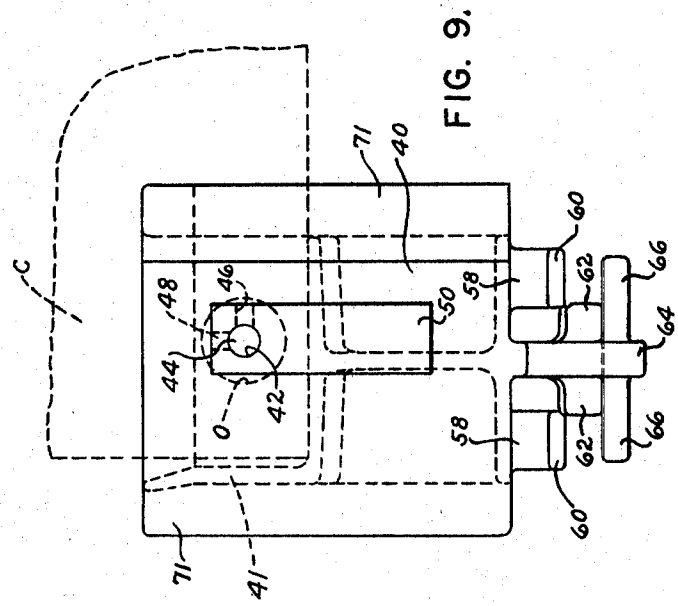


FIG. 9.

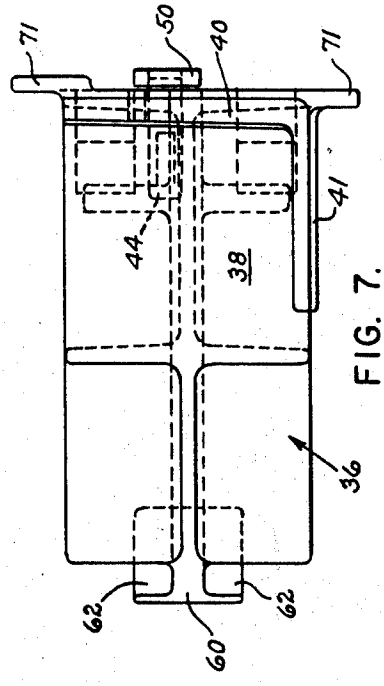


FIG. 7.

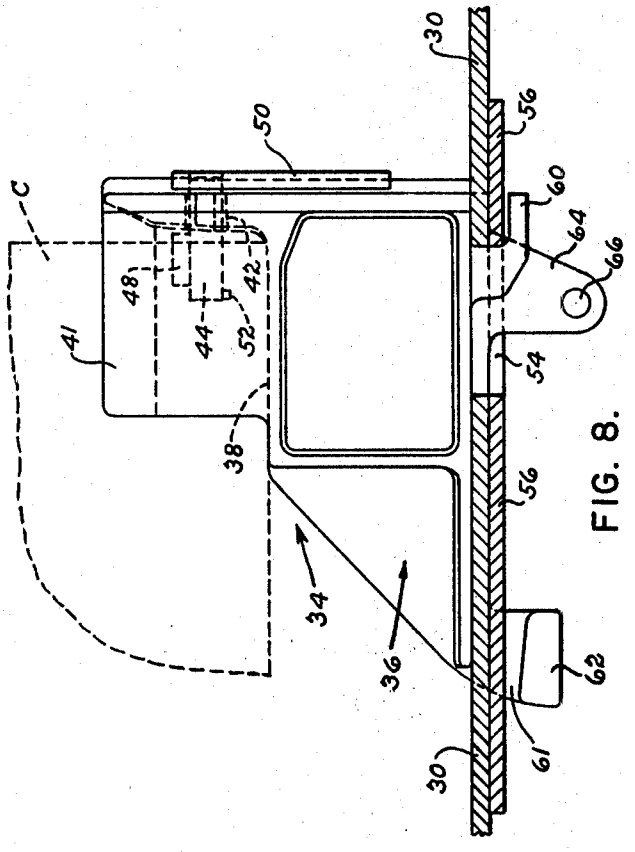


FIG. 8.

July 9, 1968 L. F. A. GROB ET AL 3,391,654

RAILWAY CAR

Filed July 15, 1966 5 Sheets-Sheet 5

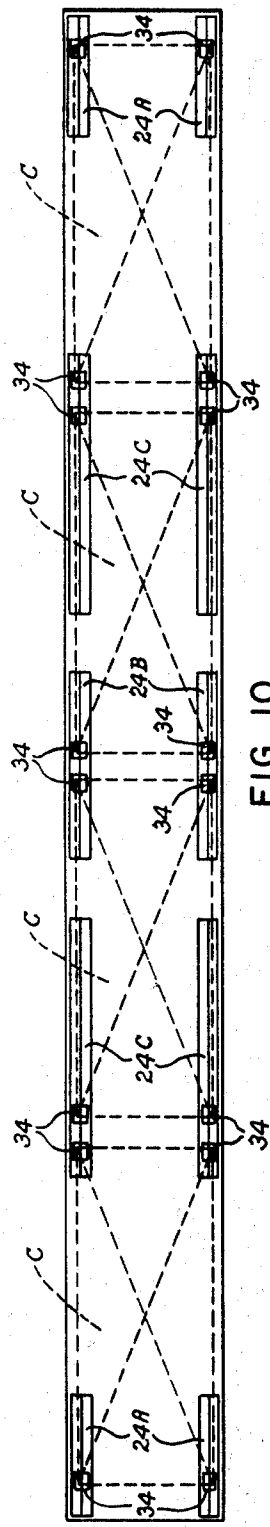


FIG. 10.

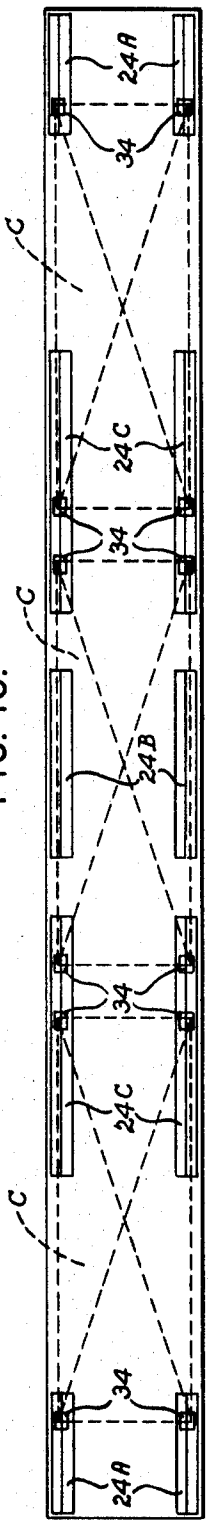


FIG. 11.

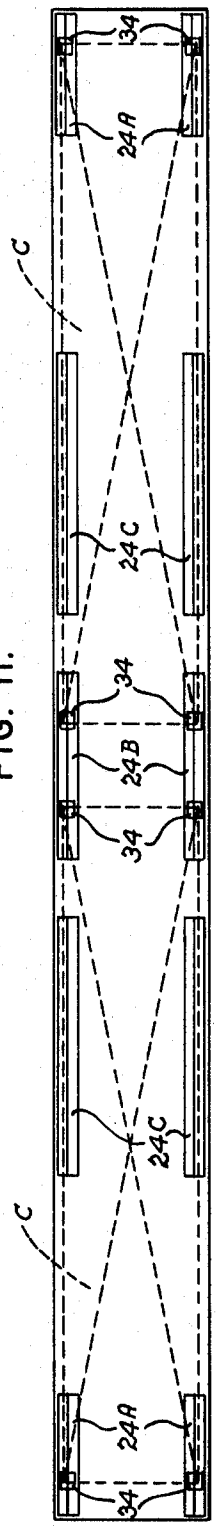


FIG. 12.

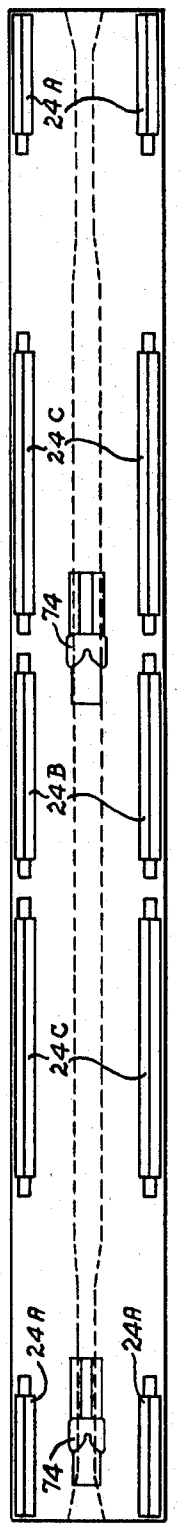


FIG. 13.

United States Patent Office

3,391,654
Patented July 9, 1968

3,391,654

RAILWAY CAR

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Filed July 15, 1966, Ser. No. 565,420
15 Claims. (Cl. 105—366)

ABSTRACT OF THE DISCLOSURE

A railway flat car for carrying between one and four containers thereon of various lengths and having foldable container supports for supporting the lower corners of the containers. The foldable container supports are mounted in guideways for sliding movement along the deck of the railway car and for positioning at selected intervals along the lengths of the guideways for accommodating containers of different lengths. The deck has cutout portions adjacent the guideways and the container supports are folded into the cutout portions in a retracted position and form closures for the cutout portions so that a supporting surface is provided for roadway vehicles and the like.

Background and description of the invention

Containers used in transit on railway flat cars are of various length, such as twenty (20) feet, twenty-four (24) feet, thirty (30) feet, thirty-five (35) feet, or forty (40) feet. Railway flat cars must be adapted to carry containers of varying lengths and it is desirable to have container supports on the flat car which may be selectively positioned at various intervals along the length of the railway car to accommodate containers of various lengths. Further, in the event it is desired to employ the railway flat car for other purposes, such as the carrying of roadway trailers in piggyback service, the container supports should be movable to an inoperable retracted position in which the deck of the railway car is not obstructed. Thus, a tractor may be driven along the railway car deck without any interference from the container supports.

It is an object of the present invention to provide a railway flat car having container supports which may be positioned at selected positions along the length of the car to accommodate containers of various lengths.

It is a further object of this invention to provide such a railway flat car in which the container supports may be easily moved to an inoperable retracted position in which the deck of the flat car is not obstructed thereby to accommodate the flat car for carrying trailers or the like.

An additional object of this invention is to provide such a railway flat car in which the container support may be moved along the surface of the deck in a sliding relation for positioning the supports at various intervals along the length of the car but yet may not be removed from the flat car thereby preventing misplacement or loss of the container supports when not in use.

Briefly described, the present invention comprises a railway flat car having a generally flat deck with a plurality of spaced slots extending longitudinally adjacent each side of the deck, and at least one container support mounted in each slot for sliding movement along the deck of the car and adapted to support the corner of a

container thereon, the deck having an enlarged opening adjacent an end of the slot to receive the associated container support in a retracted position when not in use with the retracted support forming a closure for the opening and providing a supporting surface for roadway vehicles and the like.

The invention accordingly comprises the constructions hereinafter described, the scope of the invention being indicated in the following claims.

In the accompanying drawings, in which one of various possible embodiments of the invention is illustrated,

FIGURES 1 and 2 are plan views of a railway flat car having the guideway or slot structures of the present invention thereon, FIGURE 1 illustrating one half of the railway car and FIGURE 2 illustrating the remaining half of the railway car;

FIGURE 3 is a transverse section taken generally along line 3—3 of FIGURE 1;

FIGURE 4 is an enlarged plan of a portion of a guideway structure having a container support of the present invention mounted thereon, the broken line indication of the container support illustrating the retracted inoperable position thereof;

FIGURE 5 is a side elevation of the structure shown in FIGURE 4, the broken line indications of the container support illustrating a retracted inoperable position thereof and illustrating the sliding movement of the support between erect positions;

FIGURE 6 is a section taken generally along line 6—6 of FIGURE 5 illustrating the retracted inoperable position of the container support;

FIGURE 7 is a top plan of the container support shown removed from the railway flat car;

FIGURE 8 is an enlarged side elevation of the container support in erect operable position illustrating a container secured thereto;

FIGURE 9 is an end elevation of the container support illustrated in FIGURE 8;

FIGURES 10–12 are generally diagrammatic views in plan of a railway flat car illustrating containers of various lengths which may be supported by the present invention, FIGURE 10 illustrating four containers of a length of twenty (20) feet, FIGURE 11 illustrating three containers of a length of twenty-four (24) feet, and FIGURE 12 illustrating two containers of a length of forty (40) feet; and

FIGURE 13 is a diagrammatic view of the railway flat car comprising the present invention adapted to be employed for carrying trailers, two trailer hitches being positioned on the railway car deck.

Corresponding reference characters represent corresponding parts throughout the drawings.

Referring now to the drawings, FIGURES 1–3 illustrate a railway flat car generally indicated **10** having a deck or floor **12**. A center sill **14** extends the length of railway car **10** and a side sill **16** extends along each side of deck **12**. Suitable stringers **18** beneath deck **12** extend the length of car **10** and suitable cross members **20** extend between side sills **16** and center sill **14**. Adjacent each end of the railway car on the underside thereof is a bolster structure generally indicated **22** and adapted to rest on a suitable truck.

Positioned adjacent each side of railway car **10** are a plurality of guideway sections. End guideway sections are designated 24A, center guideway sections are desig-

nated 24B, and intermediate guideway sections are designated 24C. Sections 24A, 24B, and 24C are generally identical but vary in length and the number of container support positions as will be explained further. Sections 24A, 24B and 24C form a guideway structure generally designated 24 adjacent each side of railway car 10 and each comprises a pair of Z-shaped members 26 and 28 having opposed upper flages 30 spaced from each other to form a slot 32 therebetween. The upper surfaces of flanges 30 are generally flush with the upper surface of deck 12 to form a continuation of the deck surface. Guideway sections 24B and 24C form an intermediate guideway structure positioned between bolster structures 22 along each side of railway car 10. Guideway sections 24A form an end guideway structure along each side of railway car 10 at each end thereof positioned between the adjacent bolster structure 22 and adjacent end of car 10.

A container support is generally indicated at 34 and is adapted to support the lower corner of a container C thereon. Container supports 34 are adapted to fit within guideway sections 24A, 24B and 24C and to move along the length of the respective section when desired. Supports 34 are removably secured at various spaced intervals along the length of the respective guideway section thereby allowing adjustment of the container supports for various lengths of containers. End sections 24A are each adapted to receive a single container support 34 while intermediate and center sections 24B, and 24C are each adapted to receive two container supports 34 as illustrated in FIGURE 10.

As shown in FIGURES 4–9, container support 34 comprises a base 36 supported on the deck surface and forming a container seat 38 raised above deck 12 and on which container C is supported. Projecting vertical side walls 40 and 41 of support 34 extend upwardly from seat 38 and provide a pocket in which the container corner may fit. Rear side wall 40 extends transversely of car 10 and has an opening 42 therethrough to receive a container locking pin 44 which is adapted to project within an aligned opening O in container C. Opening 42 has an elongate portion 46 as shown in FIGURE 9 to receive a lug 48 secured to pin 44 when pin 44 is manually rotated by handle 50 in one direction to a generally horizontal position. A projecting tab 52 on the extending end of pin 44 prevents removal of pin 44 from container support 34 when lug 48 is aligned with elongate opening 46 and pin 44 is withdrawn from the opening O in container C.

As shown in FIGURE 8, locking pin 44 is in locking position with respect to container C. To remove pin 44 for unloading container C, handle 50 is gripped and pin 44 rotated 90° to align lug 48 with elongate portion 46 of opening 42. Then, pin 44 is withdrawn with tab 52 engaging the inner surface of adjacent wall 40 to prevent the entire removal of pin 44. Container C may then be lifted from support 34.

To position container supports 34 at predetermined positions along the length of sections 24A, 24B, and 24C, openings 54 are provided in flanges 30 of Z-shaped members 26 and 28. A stiffener or reinforcing strip 56 is secured to the underside of each flange 30 adjacent each opening 54 as illustrated in FIGURES 5 and 8. A pair of locking lugs or projections 58 extend downwardly from base 36 and have outturned end portions or tabs 60 which form a pocket to receive the adjacent edge of flange 30 defining opening 54. To position container support 34, projections 58 are first vertically aligned with openings 54 and dropped into the openings. Then, support 34 is moved to the right as viewed in FIGURE 8 to position out-turned end portions 60 beneath the adjacent flange 30 for removably securing support 34. In this position, container C may then be placed on support 34.

To guide container support 34 for movement along its respective guideway section within slot 32, a front guide lug 61 extends downwardly from base 36 through slot 32 and has laterally extending projections or lugs 62 extending beneath the adjacent flanges 30. A rear guide lug 64 likewise extends from base 34 through slot 32 and has laterally extending lugs or projections 66 extending beneath flanges 30. Guides or guide lugs 61 and 64 thus aid in guiding support 34 along slot 32 and lugs 62, 66 prevent the removal of support 34 from the railway car.

Referring now particularly to FIGURES 4, 5, and 6 container support 34 is indicated in an inoperable retracted position to provide a deck surface free of projections or obstructions thereby to adapt the railway car for carrying trailers or the like. Also, it may be desirable to retract certain container supports while permitting other container supports to remain in an erect operable position. Deck 12 has cutaway portions 68 adjacent each end of sections 24B and 24C and adjacent the inner end of end section 24A thereby to form a receiving opening for the adjacent associated container support 34. The end of the associated guideway section adjacent each cutaway portion 68 has a pair of retaining tabs 70 as shown in FIGURES 3, 5 and 6 spaced from each other a sufficient distance to permit projections 62 to pass therebetween while restraining passage of projections 66. Wall 40 extends in a transverse direction facing the ends of car 10 and has an extending lip 71 on each side thereof adapted to overlap the adjacent deck surface. To move container support 34 to retracted position from its erect position as shown in FIGURE 8, support 34 is moved to the left as viewed in FIGURE 8 to remove end portions 60 from engagement with the adjacent flange 30. Then the rearward portion of container support 34 is pivoted upwardly to withdraw locking lugs 58 from openings 54 as illustrated in broken lines in FIGURE 5. In this position support 34 may be moved manually to the adjacent end of the associated guideway section with end portions 60 riding along the upper surface of flanges 30.

Container support 34 pivots downwardly by gravity beneath the deck when front projections 62 clear retaining tabs 70 and lips 71 engage the adjacent deck surface with rear projections 66 being retained by tabs 70 and preventing removal of support 34. Support 34 then forms a closure for cutaway portion 68 and a roadway vehicle, such as a tractor, may be driven over support 34.

Referring to FIGURES 10–12, containers C of different lengths are illustrated as being carried by a railway flat car 10 having a length of eighty-nine (89) feet and embodying the present invention. FIGURE 10 illustrates four containers C of a length of twenty (20) feet being carried by railway car 10 with each lower corner of each container mounted on a support 34. FIGURE 11 illustrates three containers C of a length of twenty-four (24) feet being carried by railway car 10 with container supports 34 on center sections 24B being in an inoperable retracted position. FIGURE 12 illustrates two containers of a length of forty (40) feet being carried by railway car 10 with container supports 34 on intermediate sections 24C being in inoperative retracted position.

Referring to FIGURE 13, a pair of trailer hitches 74 are shown in a collapsed position on the deck of railway car 10 positioned between the guideway structure 24. All of the container supports 34 are in a retracted inoperable position whereby trailers or the like may be loaded on flat car 10 and secured thereon by trailer hitches 74 in a manner well known.

From the foregoing, a railway flat car has been illustrated having a plurality of container corner supports which may be positioned at spaced intervals along the length of the railway car for accommodating containers of different lengths. The container supports may be easily moved to a retracted position within deck openings to form closures for the openings and to form a continuation of the deck surface. While the supports may be easily moved along the surface of the deck for positioning at preselected spaced intervals, the container supports are not removable from the flat car thereby pre-

venting inadvertent misplacement or loss of the supports.

In view of the above, it will be seen that the several objects of the invention are achieved and other advantageous results obtained.

As various changes could be made in the above constructions without departing from the scope of the invention, it is intended that all matter contained in the above description or shown in the accompanying drawings shall be interpreted as illustrative and not in a limiting sense.

What is claimed is:

1. A railway flat car adapted to support containers of various lengths thereon, comprising, a generally flat deck, a slot structure adjacent each side of said deck extending longitudinally of the car, at least a pair of movable container supports mounted in each slot structure for selective positioning at spaced intervals along the length of the associated slot structure and adapted to support the corners of a container thereon, and interfitting portions on the container supports and the adjacent deck to releasably connect each container support at said spaced intervals thereby to provide container supports for containers of varying lengths, said interfitting portions comprising a pair of laterally spaced extensions extending downwardly from each container support and having an out-turned horizontally extending end portion adapted to fit beneath the deck, said deck having openings at said spaced intervals to receive said extensions with said extensions receiving in abutting relation the adjacent edge of the deck defining said openings thereby to position the container support and limiting longtudinal movement of the container support in one direction longitudinally of the railway car, said container supports being slidable along the associated slot structure for selective positioning and movable between an erect operable position for supporting the corners of a container and an inoperable retracted position, said deck adjacent each slot structure having portions thereof cutaway to form receiving openings through the deck for the associated container supports, said associated container supports being movable to said inoperable position into said receiving openings when not in use and forming closures for said cutaway portions to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like.

2. A railway flat car adapted to support containers of various lengths thereon, comprising, a generally flat deck, a guideway structure adjacent each side of the railway car, each guideway structure extending longitudinally of the railway car and having at least a pair of sections aligned longitudinally and spaced endwise from each other, at least one container support for each section mounted for selective positioning at spaced intervals along the lengths of the associated section and adapted to support a corner of a container thereon, interfitting portions on the container supports and guideway structures at said spaced intervals to releasably connect each container support to its associated guideway section, each container support being mounted for movement between an erect operable position extending upwardly from its associated section for supporting a container thereon and a retracted inoperable position, said deck adjacent at least one end of each section having a portion thereof cutaway to form a receiving opening through the deck for the associated container support, said container suports being movable to said inoperable position into said receiving openings when not in use and forming closures for said cutaway portions to provide supporting surfaces with the adjacent deck surface for roadway vehicles and the like, each of said guideway sections having a slot therein extending longitudinally of the railway car, the associated container support having front and rear guide lugs extending through said slot, each guide lug having a lateral projection extending beneath the slot and adapted to engage the adjacent undersurface of the deck upon an upward movement of the container support to retain the container support in position within the slot while permitting sliding movement of the container support along the associated slot, and means adjacent said one end of each section to restrain movement of the rear guide lug outwardly of the guideway section while permitting movement of the front guide lug outwardly of the guideway section thereby to permit said container support to move to inoperable position into its receiving opening in the deck.

3. A railway flat car adapted to support containers of various lengths thereon, comprising, a generally flat deck having at least a pair of slots adjacent each side of the railway car extending longitudinally of the railway car, each pair of slots being aligned longitudinally of the car and spaced endwise from each other, at least one container support for each slot mounted for selective positioning at spaced intervals along the length of the respective slot and adapted to support a corner of a container thereon, and interfitting portions on each container support and the flat car at said spaced intervals to releasably connect each container support to the deck, said container support being mounted for folding movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position, said deck adjacent one end of each slot having a relatively wide enlarged cutout portion communicating with the associated slot to form a receiving opening through the deck for the associated container support, said container supports being foldable in a plane extending longitudinally of the car to said inoperable position into said receiving openings when not in use and forming closures for said cutaway portions to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like.

4. A railway flat car as set forth in claim 3 wherein each container support has front and rear guide lugs extending through its respective slot, each guide lug having a lateral projection extending beneath the slot and adapted to engage the adjacent undersurface of the deck upon an upward movement of the container support to retain the container support in position within the slot while permitting sliding movement of the container support along the associated slot.

5. A railway flat car adapted to support containers of various lengths thereon, comprising, a generally flat deck having at least a pair of slots adjacent each side of the railway car extending longitudinally of the railway car, each pair of slots being aligned longitudinally of the car and spaced endwise from each other, at least one container support for each slot mounted for selective positioning at spaced intervals along the length of the slot and adapted to support a corner of a container thereon, a guide on each container support extending through the associated slot and permitting sliding movement of the container support along the respective slot, and a pair of laterally spaced extensions extending downwardly from each container support each having an outturned end portion adapted to removably fit beneath the deck, said deck having openings at said spaced intervals to receive said extensions with said extensions receiving in abutting relation the adjacent edge of the deck defining said openings thereby to position the container supports and to limit longitudinal movement of the container support in one direction longitudinally of the railway car, said container supports being mounted for movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position, said deck adjacent at least one end of each slot having an enlarged portion cut out to form a receiving opening through deck for the associated container support, said container supports being movable to said inoperable position into said receiving openings when not in use and

forming closures for said cutaway portions to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like.

6. A container support adapted to be mounted on a deck of a railway flat car for supporting the corner of a container thereon, said container support comprising a generally flat container seat, a pair of connected side walls extending upwardly from said seat to provide a pocket adapted to receive the corner of the container, one of said side walls having a lip on one side thereof projecting outwardly beyond the other side wall and a lip on the other side thereof projecting outwardly beyond the container seat, said lips being adapted to engage the upper surface of a deck when the support is in a retracted position, a base spaced from said seat and adapted to rest on a deck, a front guide lug adjacent one end of the base extending downwardly from said base, a projection on said front lug extending laterally from said lug and adapted to fit beneath a deck, a rear guide lug adjacent the opposite end of the base extending downwardly therefrom, and a projection on said rear guide lug extending laterally from said rear lug and adapted to fit beneath a deck.

7. A railway flat car adapted to carry containers of various lengths thereon and, selectively, to carry roadway trailers, comprising, a deck, a guideway extending longitudinally along each side of the car, said deck adjacent each guideway having a cutout portion in longitudinal alignment with the associated guideway and communicating therewith, means mounting at least one container support within each guideway for sliding movement along the length of the guideway and for selected positioning at spaced intervals along the length of the associated guideway, cooperating portions on each container support and the flat car at said spaced intervals to releasably connect each container support to the deck, each container support comprising a container seat and a pair of connected vertical walls extending upwardly from the seat to provide a pocket adapted to receive the lower corner of a container, and means mounting each container support for folding movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position into an associated cutout portion, the vertical wall extending transversely of the car forming a closure for the cutout portion upon folding of the support to retracted position and providing a supporting surface with the adjacent deck surface for roadway vehicles and the like.

8. A railway flat car adapted to support containers of various lengths thereon, comprising, a generally flat deck having a relatively narrow slot therein adjacent each side of the railway car extending longitudinally of the railway car, at least one container support mounted for sliding movement along each slot and for selective positioning at spaced intervals along the length of the respective slot to support a lower corner of a container thereon, cooperating portions on each container support and the car at said spaced intervals to releasably connect each container support to the deck, and means mounting said container supports for folding movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position, said deck adjacent one end of each slot having a relatively wide cutout portion communicating with the associated slot and in longitudinal alignment therewith to form a receiving opening through the deck for the associated container support in retracted position, each container support including a container seat and a pair of connected side walls extending upwardly from the seat to provide a pocket adapted to receive the corner of the container, the side wall of each container support extending transversely of the car having a laterally extending lip adjacent each side thereof, said container supports being foldable in a vertical plane extending longitudinally of the car into their associated cutout portions to inoperable position, said laterally extending lips engaging the upper surface of said deck upon folding of the container supports to retracted position and the transversely extending side walls forming closures for said cutout portions to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like.

9. A railway flat car adapted to carry between one and four containers of various lengths thereon, comprising, a deck, a bolster structure beneath the deck adjacent each end of the railway car, a pair of end container supports adjacent each end of the car each pair being aligned transversely of the car between the adjacent bolster structure and the adjacent end of the car, a guideway structure extending longitudinally along each side of the car between the bolster structures each guideway structure including three adjacent sections aligned longitudinally of the deck, means mounting two intermediate container supports for sliding movement within each guideway section to provide six pairs of intermediate container supports each support being movable along an associated guideway section, cooperating means on each of said intermediate supports and at selected spaced intervals along the length of each associated guideway section for releasably positioning said container supports in selected positions along the associated guideway sections, said deck having a cutout portion adjacent each end of each guideway section to receive the two associated intermediate container supports in a retracted position not obstructing the deck, means mounting each intermediate container support for movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position within the associated cutout portion, and means to anchor the intermediate container supports to the guideway structures to prevent removal thereof when in retracted position and during movement along the guideway structures.

10. A railway flat car adapted to carry between one and four containers of various lengths thereon, comprising, a deck, a bolster structure beneath the deck adjacent each end of the railway car, a pair of end container supports adjacent each end of the car between the adjacent bolster structure and the adjacent end of the car, a guideway structure extending longitudinally along each side of the car between the bolster structures each guideway structure including three adjacent sections aligned longitudinally of the deck, means mounting two intermediate container supports for sliding movement within each guideway section to provide six pairs of intermediate container supports each support being movable along an associated guideway section, cooperating means on each of said intermediate supports and at selected spaced intervals along the length of each associated guideway section for releasably positioning said intermediate container supports in selected positions along the associated guideway sections, said deck having receiving means adjacent each guideway section to receive the two associated intermediate container supports in a retracted position not abstructing the deck, and means mounting each intermediate container support for movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position within said receiving means.

11. A railway flat car adapted to carry between one and four containers of various lengths thereon, comprising, a generally flat deck, a bolster structure beneath the deck adjacent each end of the railway car, a pair of laterally spaced end guideway structures along said deck extending longitudinally of the car between each bolster structure and the adjacent end of the car, an intermediate guideway structure extending longitudinally along each side of the car between the bolster structures and aligned longitudinally of the car with an end guideway structure,

said deck adjacent each end guideway structure having a cutout portion adjacent the associated end guideway structure, means mounting an end container support within each end guideway structure for movement therealong to the associated cutout portion whereby two pairs of transversely aligned end container supports are arranged in said end guideway structures, means mounting six intermediate container supports within each of the intermediate guideway structures whereby six pairs of transversely aligned intermediate container supports are arranged in said intermediate guideway structures, cooperating portions on each container support and at selected spaced intervals along the length of each intermediate guideway structure for releasably locking the intermediate container supports in adjusted positions along a portion of the length of the associated intermediate guideway structure, said deck having cutout portions adjacent each intermediate guideway structure to accommodate the six pairs of intermediate container supports, each container support comprising a container seat and a vertical side wall, means mounting each end and intermediate container support for generally folding movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position into an associated cutout portion, the vertical side walls forming closures for the cutout portions upon folding of the container supports to retracted position to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like, and means to anchor the end and intermediate container supports to their associated guideway structures to prevent removal thereof when in retracted position and during movement along the associated guideway structures.

12. A railway flat car adapted to support containers of various lengths thereon, comprising, a generally flat deck having a slot therein extending longitudinally of the railway car adjacent each side thereof, at least one container support mounted for generally sliding movement along each slot and for selective positioning at spaced intervals along the length of the respective slot to support a corner of a container thereon, cooperating portions on each container support and the car at said spaced intervals to releasably connect each container support to the deck, said container supports being mounted for generally folding movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position, said deck adjacent each slot having a relatively wide cutout portion communicating with the associated slot to form a receiving opening through the deck for the associated container support in retracted position, said container support comprising a container seat and a wall extending transversely of the car adjacent one end of the container support, means to anchor each container support within its associated slot for sliding movement therealong, and stop means adjacent each cutout portion to stop the sliding movement of the container support thereat for positioning the container support at its receiving cutout portion, the container supports being folded into the cutout portions after contacting said stop means and said walls forming closures for the cutout portions thereby to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like.

13. A railway flat car adapted to carry containers of various lengths thereon, comprising, a generally flat deck, a bolster structure beneath the deck adjacent each end of the railway car, a relatively narrow end slot along each side of the deck extending longitudinally of the car between the adjacent bolster structure and the adjacent end of the car, a relatively narrow intermediate slot extending longitudinally along each side of the car between the bolster structures, said deck adjacent an end of each end and intermediate slot having a relatively wide cutout portion communicating with and in longitudinal alignment with the associated slot, means mounting at least one container support within each slot for generally sliding movement along the length of the slot, means at selected spaced intervals along the length of the intermediate slots for positioning the container supports thereat, cooperating portions on each container support and the flat car at said spaced intervals to releasably lock each container support to the deck, each container support comprising a container seat and a pair of connected side walls extending upwardly from the seat to provide a pocket adapted to receive the corner of the container, and means mounting each container support for generally folding movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position into an associated cutout portion forming a receiving opening through the deck for the associated container support, said container supports being foldable in a vertical plane extending longitudinally of the car to retracted position into said cutout portions when not in use, the side walls extending transversely of the car forming closures for the cutout portions upon folding of the container supports to retracted position to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like.

14. A railway flat car adapted to support containers of various lengths thereon, comprising, a generally flat deck having a guideway adjacent each side of the railway car extending longitudinally of the railway car, at least one container support mounted for sliding movement along each guideway and for selective positioning at spaced intervals along the length of the respective guideway to support a lower corner of a container thereon, cooperating portions on each container support and the car at said spaced intervals to releasably connect each container support to the deck, and means mounting said container supports for folding movement between an erect operable position extending upwardly from the deck for supporting a container thereon and a retracted inoperable position, said deck adjacent each guideway having a cutout portion forming a receiving opening for the associated container support in retracted position, each container support in its erect position including a container seat and a generally vertical wall having an extending lip adjacent each side thereof, said container supports being foldable in a generally vertical plane into their associated cutout portions to inoperable position, said lips engaging the upper surface of said deck upon folding of the container supports to retracted position and the associated walls forming closures for said cutaway portions to provide a supporting surface with the adjacent deck surface for roadway vehicles and the like.

15. A railway flat car adapted to support containers of various lengths thereon, comprising, a deck having a guideway adjacent each side thereof extending longitudinally of the railway car, at least one container support mounted for movement along each guideway and for selective positioning at spaced intervals along the length of the respective guideway to support containers of various lengths thereon, said container support including a container seat and opposed ends with respect to the direction of movement of the support along the associated guideway, means anchoring one end of the container support within the associated guideway and permitting a limited generally pivotal movement about said one end for a limited lifting of the other end of the support with respect to the guideway, and interfitting portions on the container support and the associated guideway to releasably position the container support at said spaced intervals along the length of the associated guideway, said interfitting portions including a generally downwardly extending projection adjacent said other end of the container support and means along the associated guideway to receive the downwardly extending projection for releasably positioning the support at the selected spaced

intervals along the length of the associated guideway, said other end of the container support being lifted upwardly about said one end for disengagement of said interfitting portions whereby the container support may move along the associated guideway to another predetermined position.

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