Mar. 20, 1923. 1,449,302.

A. H. SMITH.

COMPARTMENT FREIGHT CAR.

FILED DEC. 21, 1921. 2 SHEETS—SHEET 1.

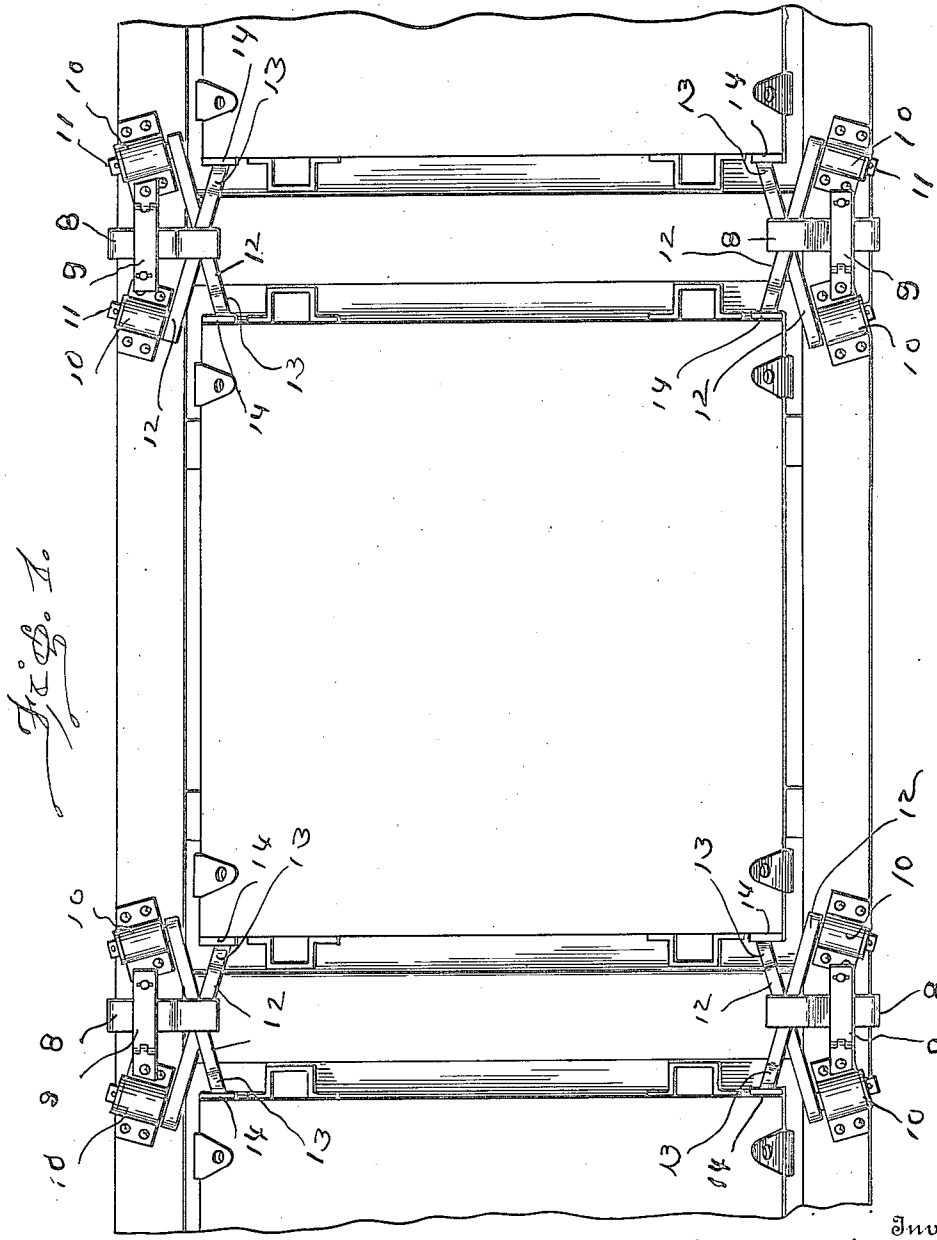


Fig. 1.

Inventor

Alfred H. Smith

By Edwin A. Clarkson

Its Attorney

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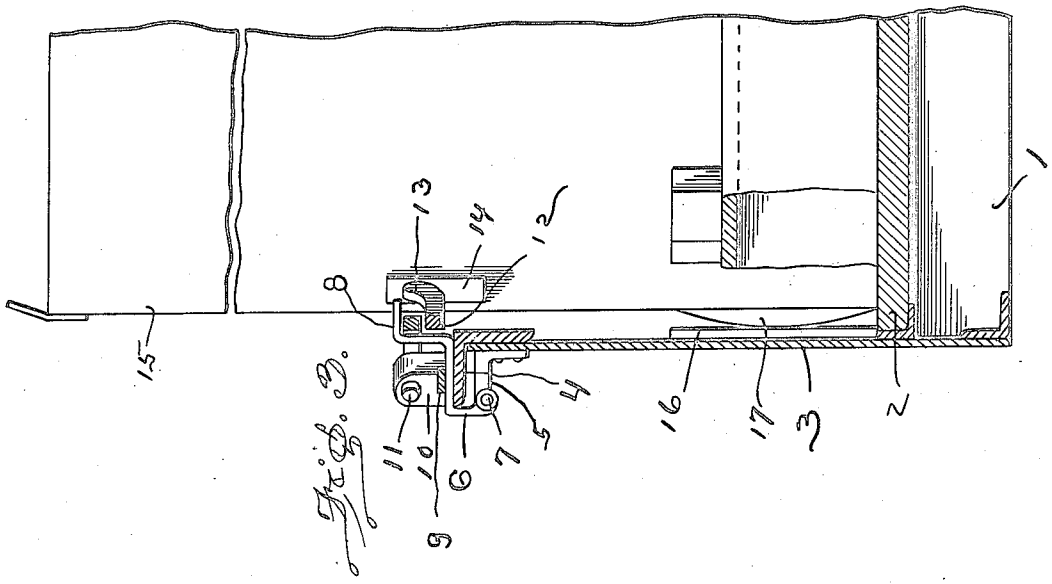


Fig. 2.

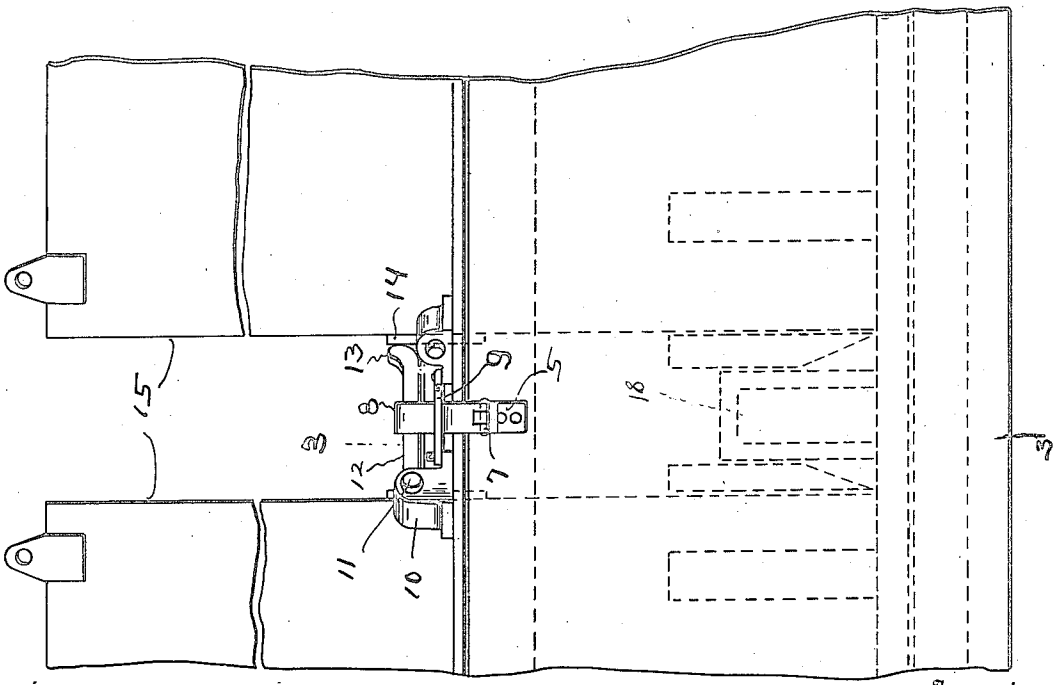


Fig. 3.

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Patented Mar. 20, 1923. 1,449,302

UNITED STATES PATENT OFFICE.

ALFRED H. SMITH, OF CHAPPAQUA, NEW YORK.

COMPARTMENT FREIGHT CAR.

Application filed December 21, 1921. Serial No. 524,033.

To all whom it may concern:

Be it known that I, ALFRED H. SMITH, a citizen of the United States, and residing at Chappaqua, in the county of Westchester and State of New York, have invented certain new and useful Improvements in Compartment Freight Cars, of which the following is a specification.

It is now the practice to ship less than car-load lots in separate containers, and load a plurality of these containers on a carrier, and it frequently becomes necessary to move one or more of the containers for deposit at intermediate stations; therefore, it is necessary to have some means of maintaining the remaining containers on the carrier against rocking and shifting, and it is the object of my invention to provide such means.

My invention consists of the combination of a carrier having side and end walls projecting a material distance above the platform, and functioning as bulkheads between which containers may be placed, and abutments pivotally mounted on the top of the side walls of the carrier adapted to engage the containers above the top of said side walls to hold them against shifting and rocking on the carrier.

In the drawings:

Figure 1 is a top plan view of a carrier and containers, partly broken away, with my invention shown in operative position.

Fig. 2 is a detail side elevation of the carrier and two containers, parts being broken away, with my invention in position, and

Fig. 3 is a detail vertical sectional view on the line 3—3 in Fig. 2.

The reference numeral 1 designates the carrier, with the platform 2 thereon, and 3 designates the side walls, or bulkheads, all of which may be of the usual construction, the side walls being provided with the usual angle iron 4 at the top edge thereof.

The casting 5 is secured to the side wall, or bulkhead, 3 immediately under the angle iron 4, to which casting is secured a latch 6, by the hinged joint 7, said latch 6 overlying the angle plate 4 and projecting upwardly and inwardly therefrom as at 8. The hasp 9 is adapted to overlie the latch 6 and hold said latch in operative position. The bearings 10 are secured in an oblique position on the top of the angle iron 4, in which is journaled stub shaft 11, to which stub shaft is secured an abutment 12 terminating in a cam shaped end 13. which is adapted to engage a wear plate 14 on the container 15, as clearly shown in several views of the drawing. These abutments are arranged in pairs at intervals throughout the length of the carrier as shown in Figure 1, and the abutments in each pair are designed to overlap one another and engage the walls of two adjacent containers 15 as clearly shown in Figure 1, whereby the containers are firmly secured against rocking and shifting on the carrier.

The side walls, or bulkheads, are provided on their inner faces with wear plates 16 which are engaged by the guides 17 on the containers, said guides being convex throughout their length and assist in positioning the containers on the carrier, and maintaining the containers against shifting transversely of the carrier.

Transverse bulkheads 18 are disposed at intervals throughout the length of the car between which the containers are arranged.

It is obvious that changes may be made in the details of construction without departing from the scope of the appended claims.

What I claim is:

1. The combination with a carrier having side and end walls projecting a material distance above the platform of the carrier, and functioning as bulkheads, containers adapted to be positioned between said walls, and abutments pivotally mounted on the top of the said side walls of the carrier and adapted to engage the containers above the top of the said side walls to hold them against shifting and rocking on the platform.

2. The combination with a carrier having side and end walls projecting a material distance above the platform of the carrier, and functioning as bulkheads, containers adapted to be positioned between said walls, and abutments pivotally mounted on the top of the said side walls of the carrier and adapted to engage the containers above the top of the said side walls to hold them against shifting and rocking on the platform, and means to lock said abutments in operative position.

3. The combination with a carrier having side and end walls projecting a material distance above the platform of the carrier and functioning as bulkheads, of transverse bulkheads on the platform of the carrier extending from side to side thereof and terminating short of the top of the side walls, containers adapted to be positioned between

the said walls and bulkheads, and abutments pivotally mounted on the side walls of the carrier and adapted to engage the containers above the top of the side walls to hold the containers against shifting and rocking on the platform.

4. The combination with a carrier having side, and end walls projecting a material distance above the platform of the carrier and functioning as bulkheads, containers adapted to be positioned between said walls, and abutments pivotally mounted on and obliquely positioned with respect to the top of the side walls and adapted to engage the containers and hold them against shifting and rocking on the platform.

5. The combination with a carrier having side and end walls projecting a material distance above the platform of the carrier and functioning as bulkheads, containers adapted to be positioned between said walls, and abutments pivotally mounted on and obliquely positioned with respect to the top of the side walls and adapted to engage the containers and hold them against shifting and rocking on the platform, and means locking said abutments in their operative position.

6. The combination with a carrier having side and end walls projecting a material distance above the platform of the carrier and functioning as bulkheads, containers adapted to be positioned between the side walls, abutments arranged in pairs and disposed obliquely on the top of and with respect to the side walls and adapted to overlie one another and engage the adjacent walls of two containers to hold the containers against shifting and rocking on the platform.

7. The combination with a carrier having side and end walls projecting a material distance above the platform of the carrier and functioning as bulkheads, containers adapted to be positioned between the side walls, abutments arranged in pairs and disposed obliquely on the top of and with respect to the side walls and adapted to overlie one another and engage the adjacent walls of two containers to hold the containers against shifting and rocking on the platform and means to hold said abutments in operative position.

8. The combination with a carrier having side and end walls projecting a material distance above the platform of the carrier and functioning as bulkheads, containers adapted to be positioned between the side walls, abutments arranged in pairs and disposed obliquely on the top of and with respect to the side walls and adapted to overlie one another and engage the adjacent walls of two containers to hold the containers against shifting and rocking on the platform, and an arm adapted to overlie the abutments in their operative position, and means to lock said arm in said position.

9. The combination with a carrier having side and end walls and a platform, wear plates positioned on the side walls at intervals, of containers adapted to be positioned between said walls, and convex guides secured to walls of the containers adapted to engage said wear plates on the side walls and abutments engaging the containers above the top of the side walls, whereby the the containers are held against shifting and rocking on the platform.

In testimony whereof I affix my signature.

ALFRED H. SMITH.