

May 31, 1932.

T. L. McLAUGHLIN

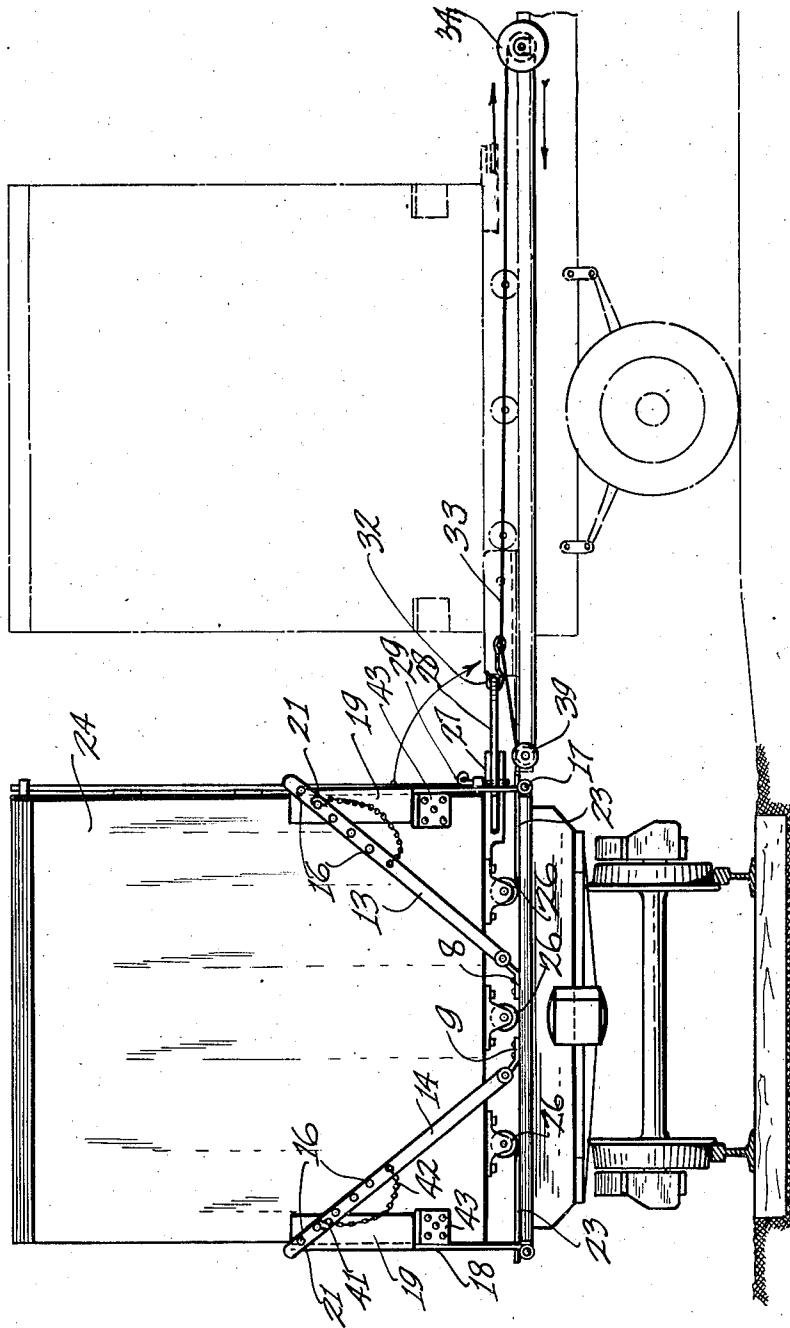
1,860,747

TRANSPORTATION DEVICE

Filed Jan. 26, 1931

3 Sheets-Sheet 1

FIG. 1.



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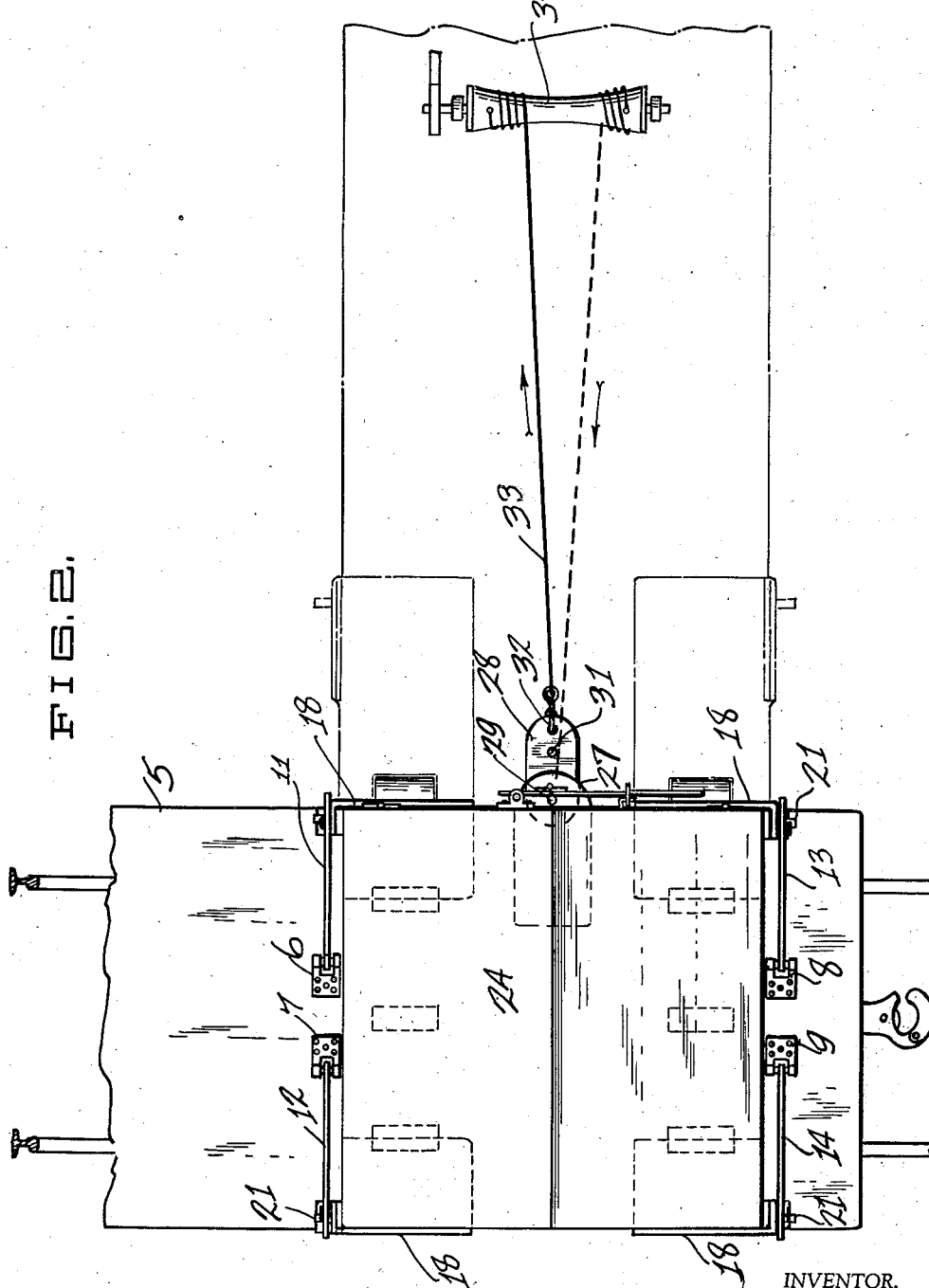
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FIG. 5.

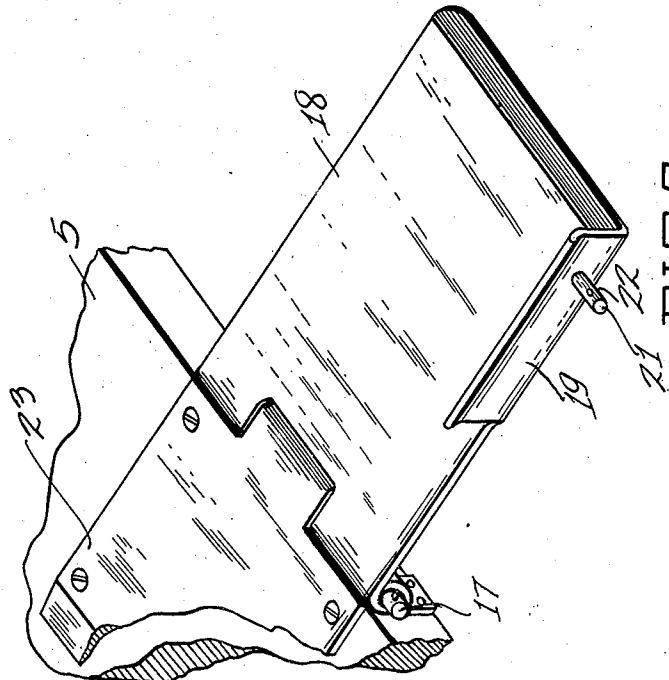
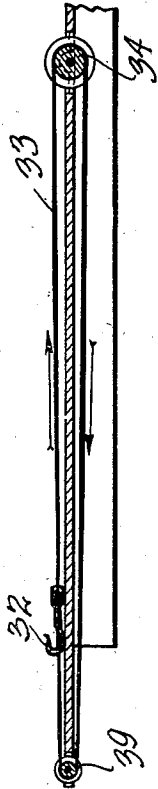


FIG. 4.

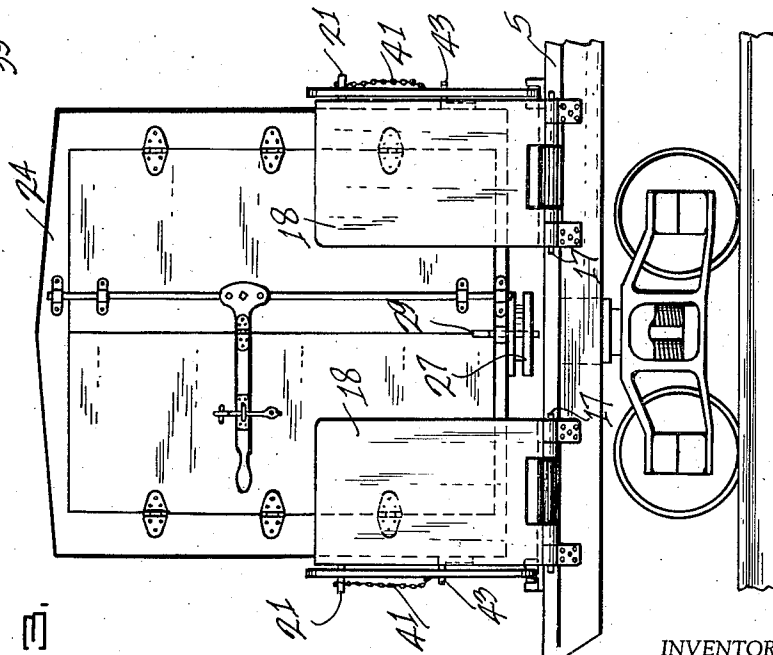


FIG. 3.

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UNITED STATES PATENT OFFICE

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TRANSPORTATION DEVICE

Application filed January 26, 1931. Serial No. 511,345.

This invention relates to improvements in transportation devices and has particular reference to a portable railway freight car unit.

The principal object of this invention is to provide a plurality of units which may be securely arranged upon a railway car and which may be easily moved from the car to a vehicle positioned adjacent the car.

A further object is to provide means to effect the movement of the receptacle from the vehicle to the railway car or in a reverse direction.

A still further object is to provide means whereby the receptacle may be effectively anchored upon the freight car against movement in all directions.

A further object is to provide means whereby the mechanism for locking, will be equally applicable to all sizes of receptacles.

A further object is to produce a device which is simple in construction and therefore economical to manufacture.

Other objects and advantages will be apparent during the course of the following description.

In the accompanying drawings forming a part of this specification and in which like numerals are employed to designate like parts throughout the same,

Figure 1 is a side elevation of my device as the same would appear when attached to a flat railway car shown in end elevation and shown in dotted lines, the position the receptacle would assume upon a highway vehicle,

Figure 2 is a top plan view of Fig. 1,

Figure 3 is an end elevation of the receptacle as the same would appear upon a freight car,

Figure 4 is an enlarged fragmentary detail perspective view of one of the securing members, and

Figure 5 is a diagrammatic view showing the manner in which the cable actuates.

In the shipping of goods from one point to another, considerable time is saved by packing the goods in a receptacle which may be loaded upon a motor vehicle and then transmitted to the railway station, after which, the receptacle as a whole is placed upon the railway car; usually a flat car.

These receptacles are customarily moved thru the employment of a derrick or by employing rollers which are placed under the receptacle during the movement of the receptacle from the motor vehicle to the railway car. In most instances, these receptacles are held upon the flat car thru the effect of their one side, and as a result, in going around curves, these receptacles may shift and cause serious accidents, such as have occurred on several occasions.

Applicant has therefore devised simple fastening means which may be attached to the flat railway car, which fastening means may be pivoted so that the receptacle having rollers thereon may be rolled over the fastening means and on to a vehicle positioned adjacent the railway car and by providing a cable arrangement upon the motor vehicle, the receptacle may be pulled on to the motor vehicle or may be pulled off therefrom and on to the railway car.

In the accompanying drawings wherein for the purpose of illustration is shown a preferred embodiment of my invention, the numeral 5 designates the flat surface of a railway car, commonly referred to as a flat car. To the floor of the car are attached brackets 6, 7, 8 and 9. To each one of these is pivoted a lever as shown at 11, 12, 13 and 14 respectively. All of these levers have perforations 16 formed at their free ends, the purpose of which will be later seen. Pivotaly secured to the side of the car as at 17, are securing plates 18 having bent flanges 19 to which is secured a pin 21 having a hole 22 formed therein, the purpose of which will be later seen. Track portions 23 are secured to the surface 5 of the flat car and in alignment with the securing plates 18. The receptacle to be transported is designated at 24 and has upon its lower surface, rollers 26 thru the medium of which the receptacle is rolled onto the vehicle and off of the vehicle, which is accomplished by providing upon the under-surface of the receptacle a bracket 27 to which a plate 28 is attached as by a pin 29. This plate 28 has holes 31 in order that a hook 32 secured to a cable 33 may be placed therethru. This cable has one end

secured to the reversible winch 34 and reeved thereabout in a clockwise direction and has its opposite end passing over a pulley 39 and then secured to the winch by being reeved thereon in a counter-clockwise direction. The result of this construction is that, assuming that a receptacle has been packed and transported on a motor highway vehicle, the vehicle is backed against the flat car, the hook 32 is engaged with the plate 28. The winch 34, which is reversible, is now turned in a direction so as to cause the hook to move the receptacle off of the vehicle on to the flat car. Previous to the movement of the receptacle, however, the plates 18 on the side of the car being loaded, are swung to the dotted line position of Fig. 2 so that the wheels 26 of the receptacle will pass thereover. When the receptacle has been moved to the position shown in full lines in Fig. 1, it will come to rest against the securing plates 18 upon the left hand side of the drawings, these plates being held in upright position thru the fact that the levers 12 and 14 have been secured to the pins 21 by passing the pins thru the proper openings in these levers. These pins are prevented from withdrawal thru the use of a hook 41 which is secured to the lever by a chain 42, which hook is passed thru the openings 22. As soon as the receptacle is in proper position, the two plates 18 on the right hand side of the drawings, are swung to vertical position and secured in this position in the same manner as that described for the two plates, namely, by engaging the levers 11 and 13 with their respective pins. In order to prevent any up and down movement of the receptacle with respect to the car, brackets 43 are attached to the receptacle and underlie the flanges 19 of each of the securing plates.

It will thus be seen that I have produced a device wherein the receptacle may be moved on to or off of the car by simply lowering two of the securing plates on to a vehicle adjacent the car and by rolling the receptacle over these plates either on to or off from the flat car, and that by swinging these plates to a vertical position and locking them in this position, the receptacle is securely attached to the flat car.

It is to be understood that the form of my invention herewith shown and described is to be taken as a preferred example of the same and that various changes relative to the material, size, shape and arrangement of parts may be resorted to without departing from the spirit of the invention or the scope of the subjoined claims.

Having thus described my invention, I claim:—

1. In a device of the character described, the combination with a flat car having a flat surface, of a plurality of securing plates secured to said flat surface and spaced one from

the other, each of said plates having a flange formed thereon, said flange being spaced from the pivotal connection between said plate and said car and means for locking said plates in vertical position.

2. In combination with a freight car having a flat surface, of a plurality of spaced securing plates pivoted to said car at a point adjacent the edges thereof, each of said plates having a bent flange formed thereon, said flanges being spaced from the pivotal connection of said plate and said car, a pin carried by each of said flanges, levers pivotally secured to said flanges and means for securing one of said levers to each of said pins carried by said flanges.

3. In a device of the character described, the combination with a flat car, of a plurality of brackets secured to said car in spaced relation, a pair of brackets secured to the opposite sides of said car and in spaced relation, the pivotal point of said plates being flush with the surface of said car, levers pivoted to each of said brackets, said levers having perforations formed in their free ends, bent flanges formed on each of said plates, a pin carried by each of said flanges, said pin being adapted to engage one of the perforations of one of said levers, said flanges being spaced from the pivotal connection of its plate and adapted to overlie securing means mounted on said flat car.

4. In a device of the character described, the combination with a flat car having a flat surface, a plurality of securing plates secured to said flat surface, said plates being spaced one from the other, means for locking said plates in vertical position whereby said flat surface and said vertical plates will position and retain a container mounted on said flat surface.

In testimony whereof I affix my signature.
THOMAS L. McLAUGHLIN.