J. E. HART.

FREIGHT CAR.

APPLICATION FILED MAY 4, 1914.

1,146,159.

Patented July 13, 1915.

2 SHEETS—SHEET 1.

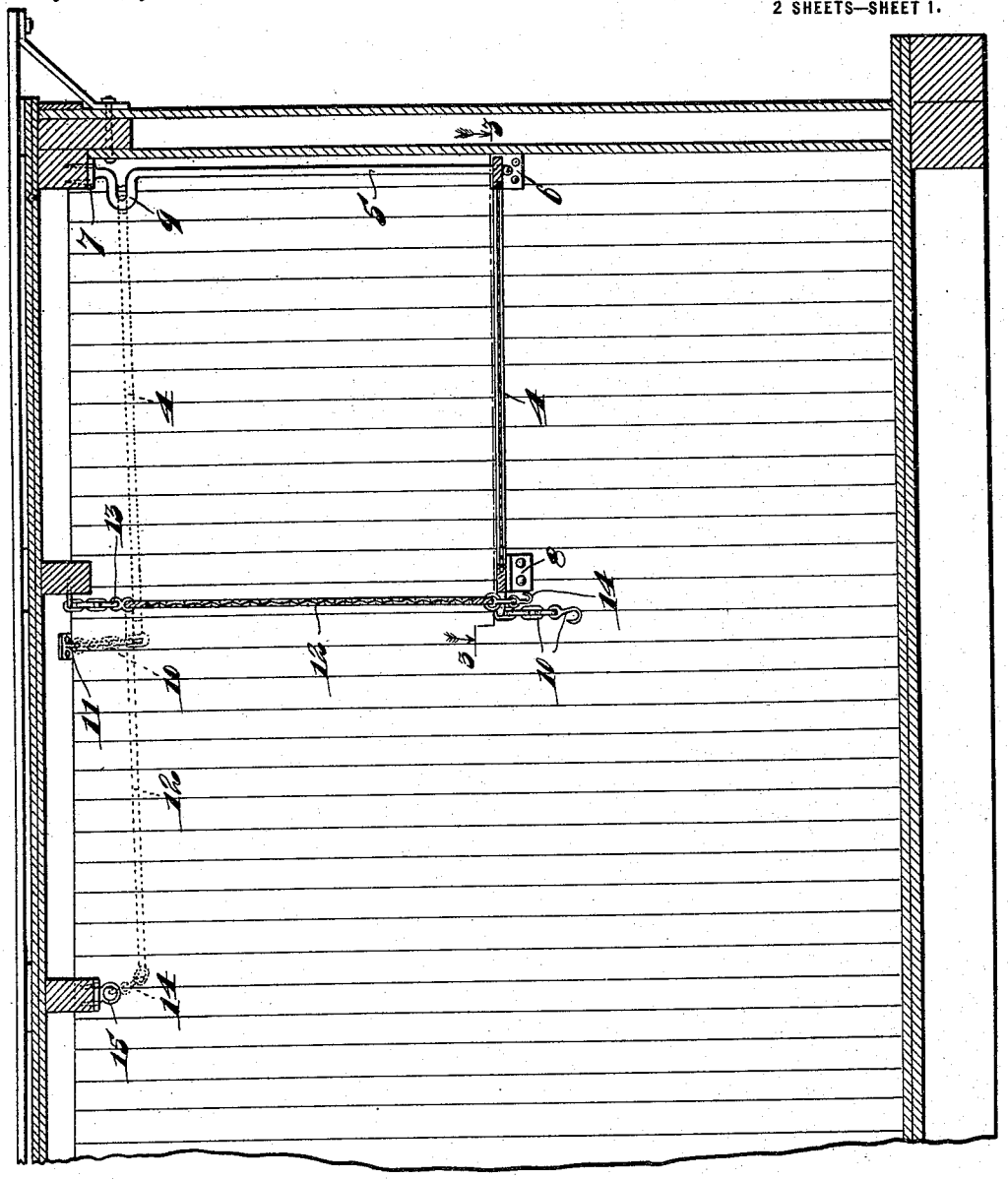


Fig. 1.

Witnesses:

C. E. Wessels

B. J. Richards

Inventor:

James E. Hart,

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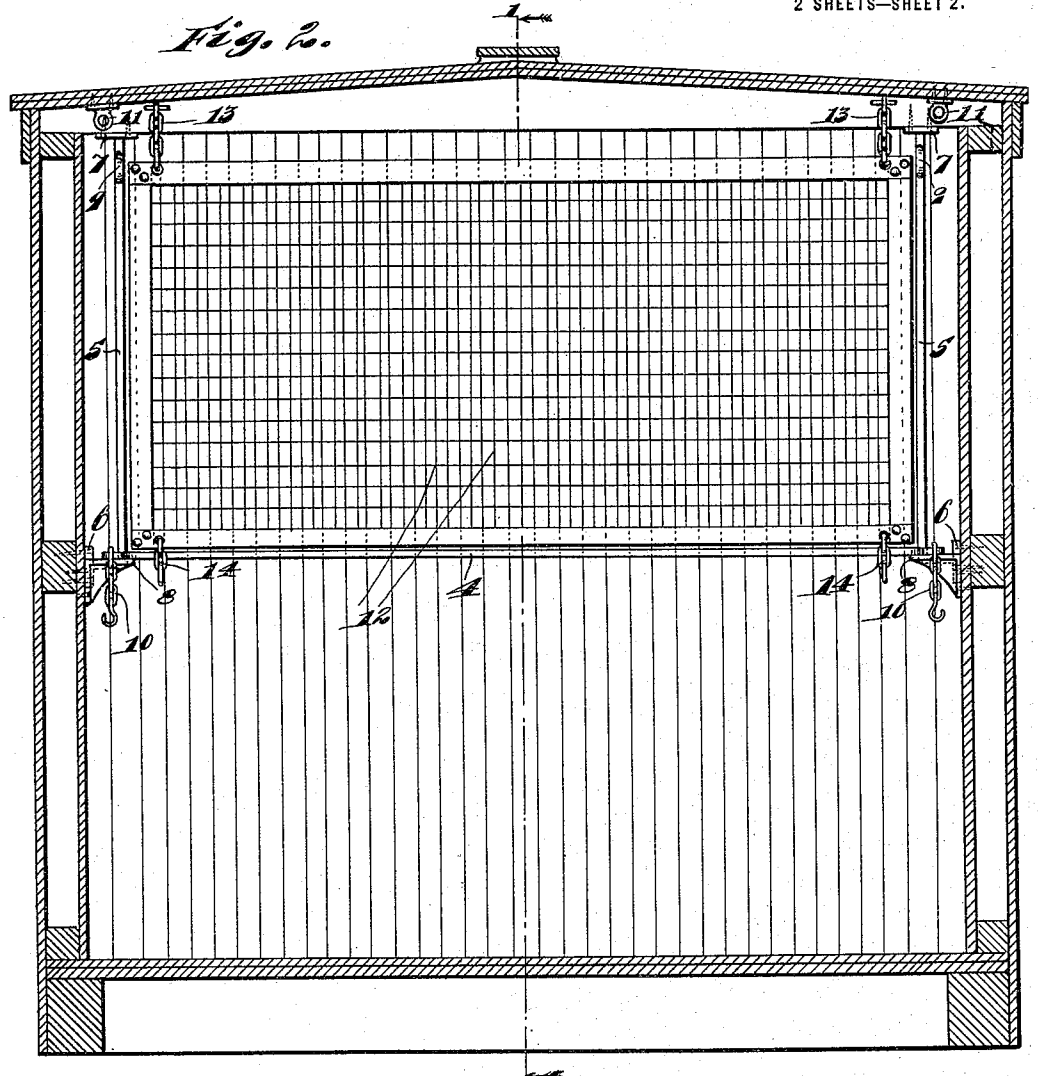
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2 SHEETS—SHEET 2.

Fig. 2.



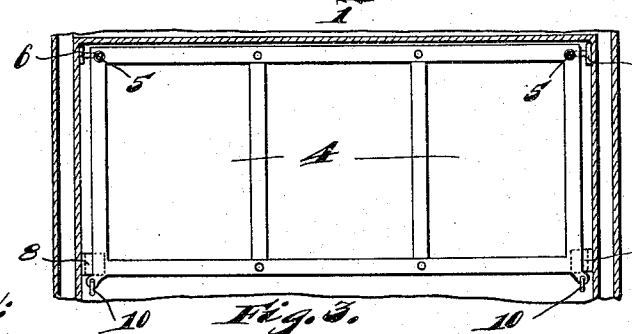


Fig. 3.

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UNITED STATES PATENT OFFICE.

JAMES E. HART, OF CHICAGO, ILLINOIS.

FREIGHT-CAR.

1,146,159. Specification of Letters Patent. Patented July 13, 1915.

Application filed May 4, 1914. Serial No. 836,189.

To all whom it may concern:

Be it known that I, JAMES E. HART, a citizen of the United States, and a resident of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Freight-Cars, of which the following is a specification.

My invention relates to improvements in freight cars, and has for its object the provision of an improved freight car construction adapted for the shipment of light and heavy freight in the same car without danger of injury to the light freight.

The invention consists in the combinations and arrangements of parts hereinafter described and claimed.

The invention will be best understood by reference to the accompanying drawings forming a part of this specification, and in which,

Figure 1 is a longitudinal section taken through one end of the car, equipped with means embodying my invention, said section being taken on line 1—1 of Fig. 2, Fig. 2, a transverse section of the car, and Fig. 3, a section on a reduced scale, taken on line 3—3 of Fig. 1.

The preferred form of construction as illustrated in the drawings comprises a supporting shelf 4 arranged at each end of the car, and mounted to slide vertically on guide rods 5 arranged in the corresponding corners thereof, each of the guide rods being turned outwardly at its lower end, and secured to the side of the car by means of a plate 6, the upper end of each of the rods 5 being provided with a plate 7 secured to the top of the car. The free edge of each of the shelves 4 is supported upon brackets 8 secured to the sides of the car, as indicated. At its upper end, each of the rods 5 is provided with a substantially U-shaped bend 9 which is adapted to receive the corresponding portion of shelf 4 when in raised position, and support the same. The free edge of each of the shelves 4 is provided with swinging hooks 10 adapted to engage eyes 11 secured to the top of the car so as to support the free edge of the shelf when in elevated position, as indicated in dotted lines in Fig. 1. A partition 12 coöperates with each of the shelves 4 to form a compartment in the upper portion of each end of the car. Each of the partitions 12 is swung from the top of the car upon chains 13 and is provided at its lower end with hooks 14 adapted to engage eyes 15 secured to the top of the car to support the free edge of the partition when the same is swung upwardly, as indicated in dotted lines in Fig. 1.

By this arrangement, it will be observed, that light and fragile freight may be packed in the compartments formed by the shelves 4 and the partitions 12, while the remainder of the car is filled with heavy freight without danger of injury to the light freight from the heavy freight. When no light freight is to be shipped, the partitions 12 may be readily swung to and secured adjacent the top of the car and the shelves 4 may be elevated on their guide rods and secured in elevated positions by means of the hooks 10 thereby leaving the whole of the car free for the reception of heavy freight.

While I have illustrated and described the preferred form of construction for carrying my invention into effect, this is capable of variation and modification without departing from the spirit of the invention. I, therefore, do not wish to be limited to the precise details of construction set forth, but desire to avail myself of such variations and modifications as come within the scope of the appended claims.

Having described my invention what I claim as new and desire to secure by Letters Patent is:

1. The combination with a freight car, of a vertically slidable shelf arranged across one end thereof; and a partition coöperating therewith to form a compartment, substantially as described.

2. The combination with a freight car, of a vertically slidable shelf arranged across one end thereof; and a swinging partition coöperating therewith to form a compartment, substantially as described.

3. The combination with a freight car, of a pair of guide rods arranged in the corners at one end thereof; a shelf slidable on said guide rods; supports for the free edge of said shelf; a substantially U-shaped bend formed in each of said rods adjacent the upper end thereof and adapted to receive said shelf; and a support for the free edge of said shelf when in said bend, substantially as described.

4. The combination with a freight car, of a pair of guide rods arranged in the corners at one end thereof; a shelf slidable on said guide rods; supports secured to the sides of said car and arranged to support the free

edge of said shelf; a substantially U-shaped bend formed in each of said rods adjacent the upper end thereof and adapted to receive said shelf; a support for the free edge of said shelf when in said bend; a swinging partition coöperating with said shelf to form a compartment; and means for securing the free edge of said partition adjacent the roof of the car, substantially as described.

5. The combination with a freight car, of a pair of guide rods arranged therein; a shelf slidable on said guide rods; supports for the free edge of said shelf; a substantially U-shaped bend formed in each of said rods adjacent the upper end thereof and adapted to support said shelf; and a support for the free edge of said shelf when supported in said bends, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES E. HART.

Witnesses:
ARTHUR A. OLSON,
JOSHUA R. H. POTTS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."