March 24, 1953 W. A. BEAUCHAMP 2,632,212

RAILWAY HOUSE CAR

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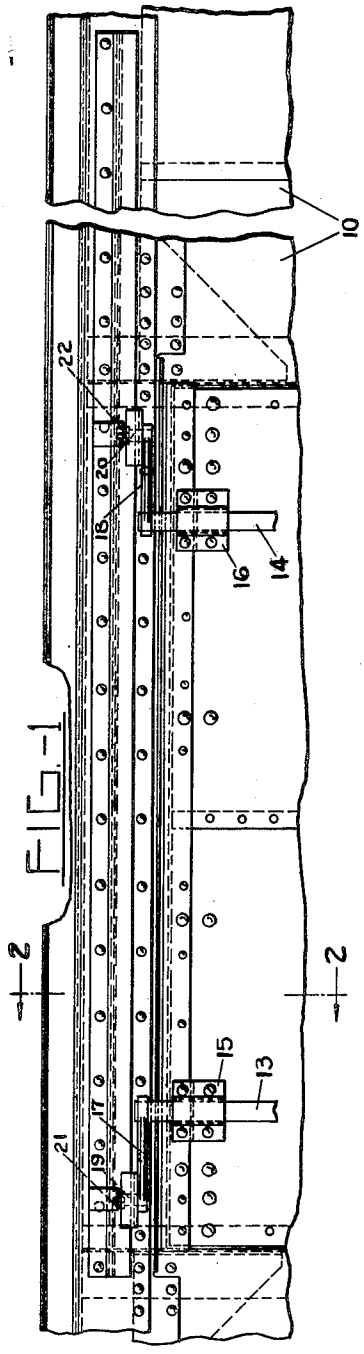


FIG. -1

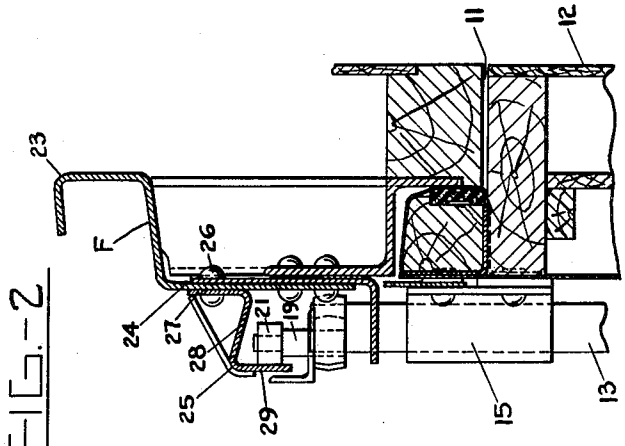


FIG. -2

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RAILWAY HOUSE CAR

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1 Claim. (Cl. 20—26)

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This invention relates to railway house cars and is concerned more particularly with a construction therefor which shall afford protection from rain to men and commodities during loading and unloading of such cars.

It is an object of this invention to provide railway house cars which shall embody means disposed above the door openings in such cars capable of intercepting water running off the roofs of the cars and carrying the water beyond the door openings for discharge.

A further object is to achieve the purpose set forth immediately above by the utilization of a member forming part of the house car while retaining the normal and intended function of said member.

A further object is to obtain the first mentioned object by means which shall not add to the cost of assembly or material of the cars.

Other objects of the invention will become clear as the description thereof proceeds.

In the drawings forming part of this specification:

Fig. 1 is a fragmentary elevation of a railway refrigerator car embodying the instant invention.

Fig. 2 is a vertical section taken on line 2—2 of Fig. 1 looking in the direction of the arrows.

Referring to the drawings wherein the instant invention is illustrated in connection with a railway refrigerator car, a portion of the side wall thereof is designated by the numeral 10. As is customary the side wall 10 is provided with a door opening 11 within which a sliding door 12 is adapted to be received so as to lie in flush relationship therewith. The movement of the door 12 into and out of the door opening 11 is accomplished by an operating mechanism which is well known in the railroad art and which briefly embodies vertical bars 13 and 14, only portions of which are illustrated, rotatably mounted upon the door by means of brackets 15 and 16 and similar brackets (not shown) and carrying upper crank arms 17 and 18 and lower crank arms (not shown) formed with vertical spindles such as 19 and 20. The spindles 19 and 20 carry rollers 21 and 22 while the spindles of the lower crank arms are journalled in roller hangers as is well known in the art. The briefly described operating mechanism serves accordingly to support the door for sliding movement upon a supporting track as well as for movement into and out of the door opening. The rollers 21 and 22 bear against a door retainer embodying the instant invention in order to guide and retain the

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upper portion of the door during sliding movement and to provide an abutment for movement of the door into the door opening.

The wall 10 of the car embodies a side plate 23 having an outwardly extending flange F and an outer depending flange 24. To the latter flange the door retainer 25 embodying the instant invention is secured as by means of rivets 26.

The door retainer 25 embodies an upstanding flange 27 by means of which the retainer is secured to the side plate by the rivets 26. A web 28 extends upwardly and outwardly from the lower edge of the attaching flange 27 the angularity between the web 28 and the flange 27 being such that water running off the roof (not shown) of the car will be trapped by the web 28. A flange 29 extends downwardly from the outer edge of the inclined web 28 in overlapping relationship with the spindles 19 and 20 and the rollers 21 and 22 of the upper crank arms.

As shown in Fig. 1 of the drawings the door retainer 25 extends continuously above the top of the door opening and beyond both sides of the door opening. Water trapped by the retainer will accordingly be discharged therefrom beyond the door opening and will be prevented from falling upon both men and commodities during loading and unloading of the car.

It will be apparent that numerous changes and modifications in the details of the invention will be clear to those skilled in the art. It is intended, therefore, that all such modifications and changes be comprehended within this invention which is to be limited only by the scope of the claim appended hereto.

I claim:

In a refrigerator car having a door opening, a side plate extending from end to end of said car across the top of said door opening and having an outwardly extending flange and a vertical flange depending therefrom, and a laterally movable door provided with mechanism for moving the door into and out of the door opening comprising vertical bars rotatably mounted on said door and having cranks on the upper ends thereof including upwardly extending spindles carrying rollers, the combination with said rollers of a Z-shaped retaining member, said retaining member extending along said car above and beyond said door opening, said retaining member embodying an inner upstanding flange terminating below the outwardly extending flange of the side plate, an intermediate flange extending outwardly and upwardly from said inner flange and

an outer vertical flange extending downwardly from said intermediate flange in outwardly spaced relationship to said inner flange, means securing said inner flange to said side plate, and reinforcing strips extending between and secured to said inner and outer flanges of said retaining member where the rollers abut said outer vertical flange during the movement of the door into the door opening.

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