

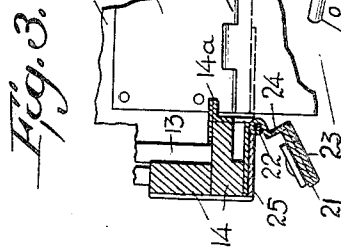
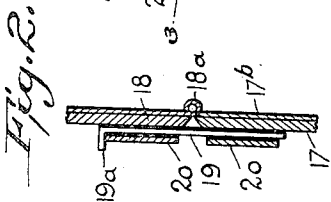
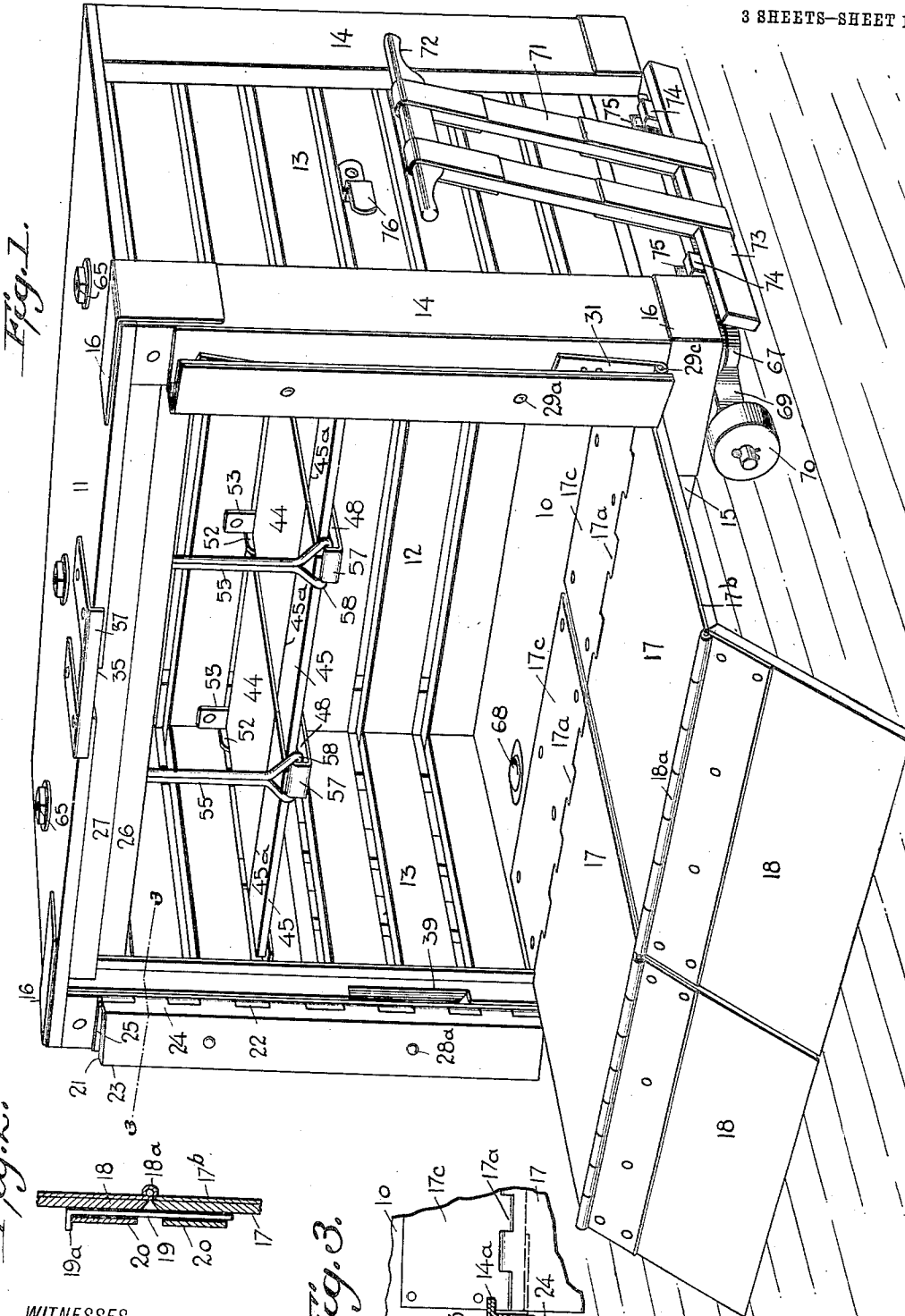
J. W. TERRY.
SHIPPING UNIT.

APPLICATION FILED JAN. 9, 1913. RENEWED JUNE 29, 1914.

1,126,315.

Patented Jan. 26, 1915.

3 SHEETS-SHEET 1.



WITNESSES

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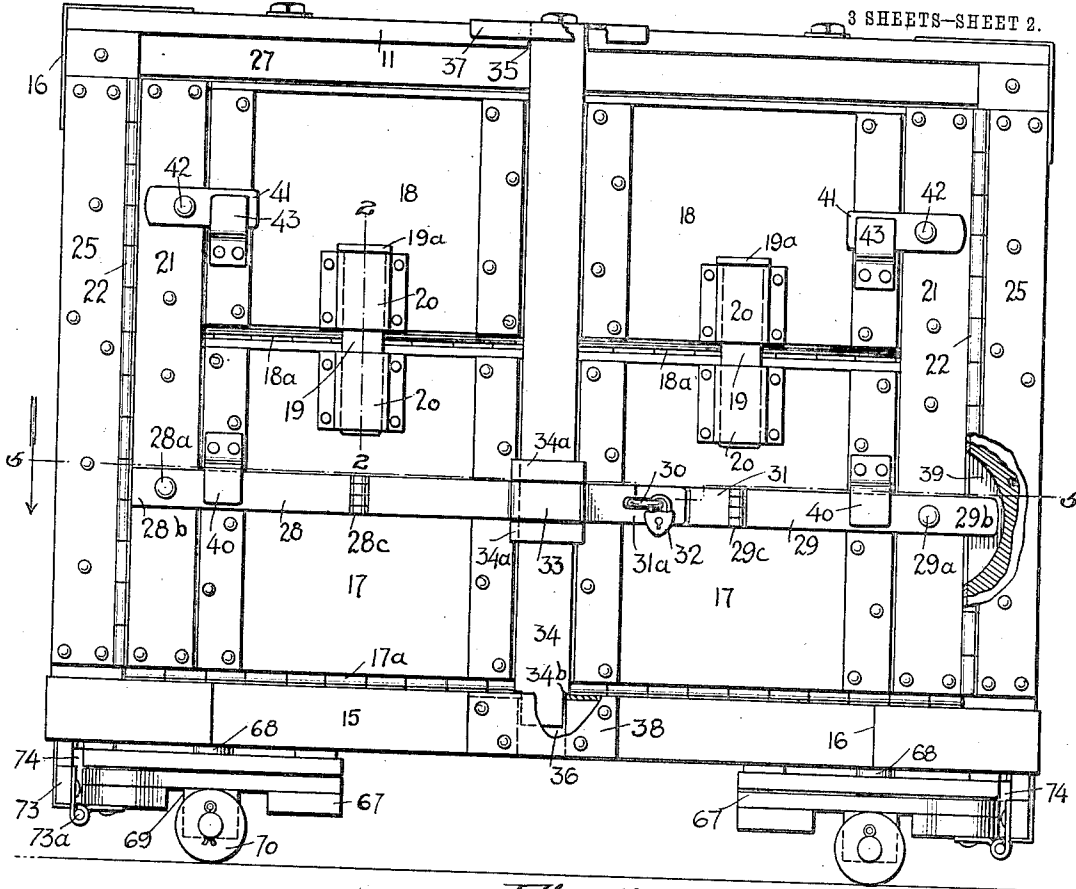


Fig. 4.

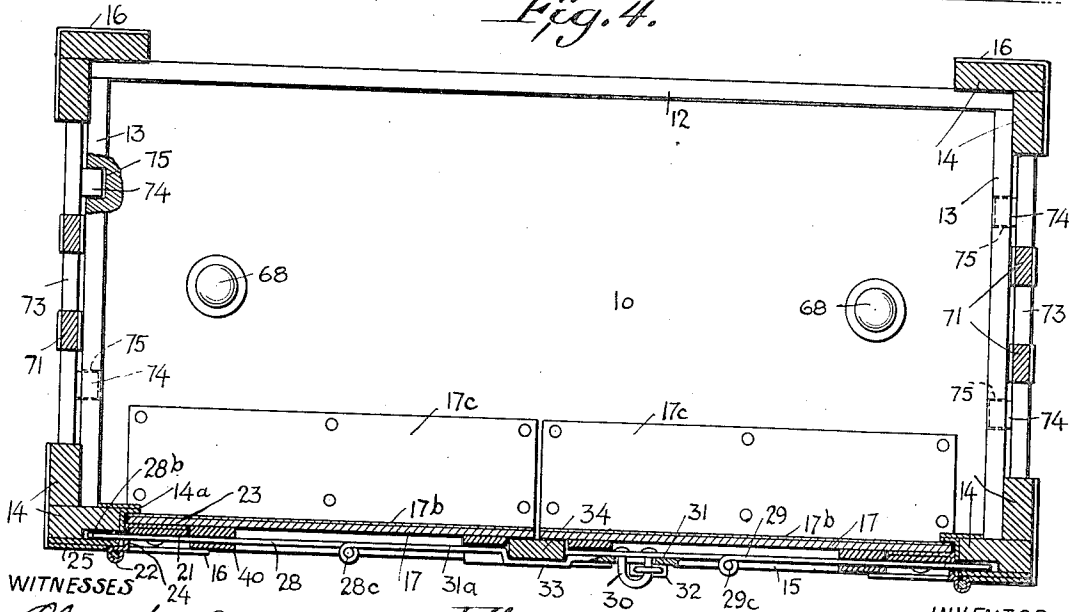


Fig. 5.

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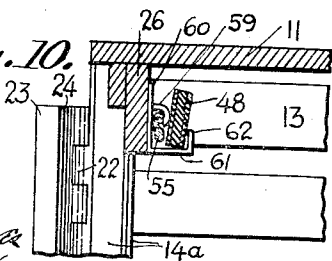
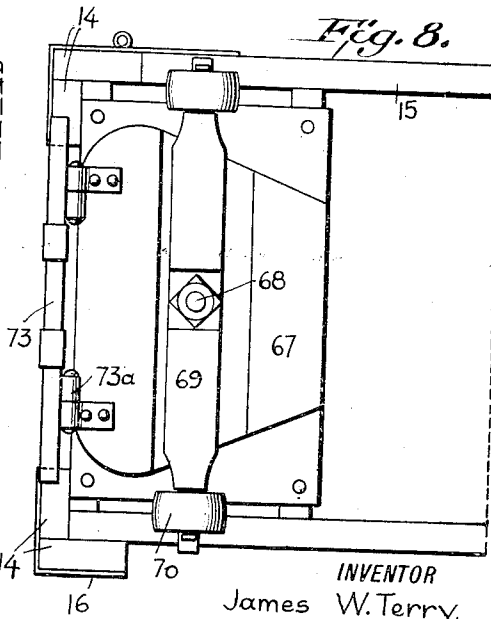
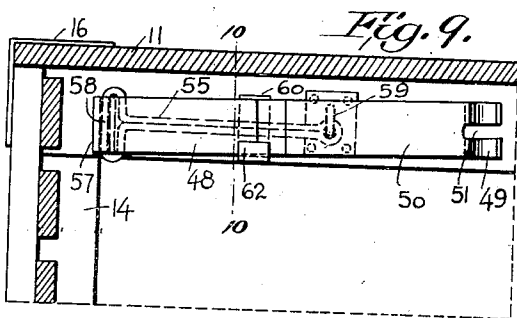
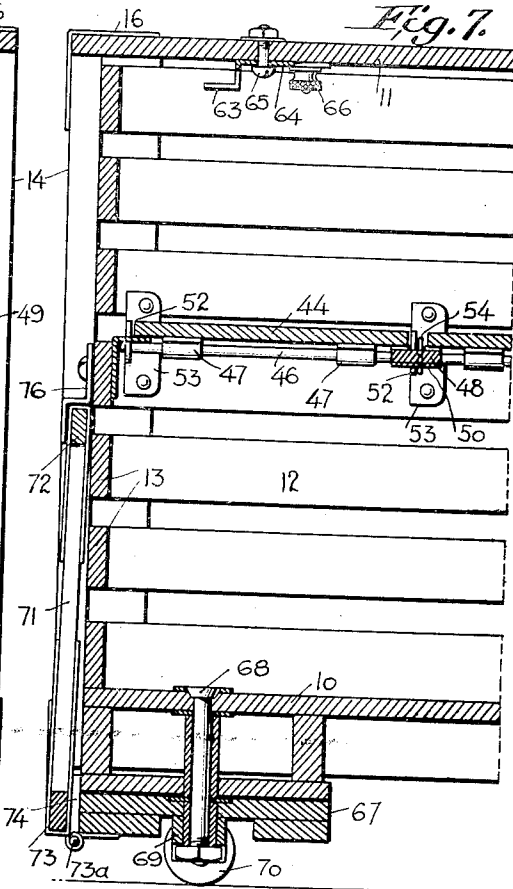
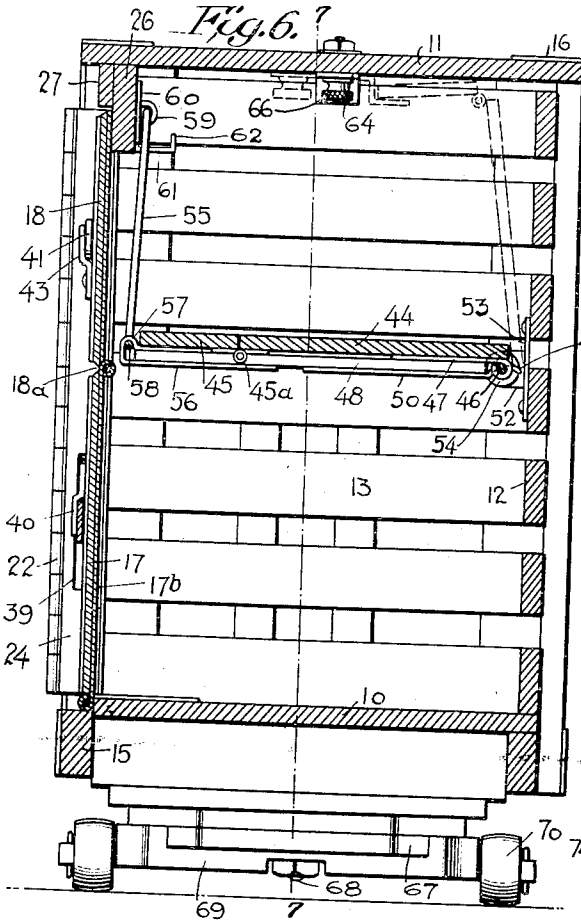
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3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

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SHIPPING UNIT.

1,126,315.

Specification of Letters Patent.

Patented Jan. 26, 1915.

Application filed January 9, 1913, Serial No. 741,000. Renewed June 29, 1914. Serial No. 848,062.

To all whom it may concern:

Be it known that I, JAMES W. TERRY, a citizen of the United States, and a resident of San Antonio, in the county of Bexar and State of Texas, have invented a new and Improved Shipping Unit, of which the following is a full, clear, and exact description.

The invention relates to a shipping unit or carrier for the transportation of merchandise as freight, express, or baggage, the said unit comprising generally a wheeled structure of a predetermined size, a given number of which may be contained in an ordinary box car and transported bodily, to the end that labor and time be minimized in the loading, transportation, and unloading of small consignments. The units are intended to be supplied for the different stations, and to be immediately loaded with the merchandise as the latter is received at the station, so that at the close of the day each loaded unit may be locked, sealed and rolled into a car, whereby the time of trainmen will be saved in picking up the freight from different stations. Upon arrival of the train at different stations along the line, the units for each town may be quickly rolled out of the car and placed in the storeroom, the whole operation involving a minimum handling of the individual packages.

My invention contemplates an improved shipping unit of the general character indicated, in which novel closures or doors are adapted to be lowered and to constitute a platform; a distinctive fastening means for the doors when in the closed position, a new and efficient arrangement of folding shelves or racks, and folding supports therefor, whereby the racks and supports are folded out of the way when not required for use; and swiveled trucks for the shipping unit having folding handle elements and members associated therewith, so arranged that the handles may be folded against the sides of the body of the shipping unit, and in being so folded will serve to lock the trucks against turning movement on their swiveled connection, relatively to the body.

The distinguishing features of my invention will be further elucidated, and the important structural elements characterizing the practical embodiment which is illustrated as an example, will be more particularly explained in the specific description hereinafter to be given.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of a shipping unit constructed in accordance with my invention, the doors or closures being shown in the lowered position to constitute a platform; Fig. 2 is a detail in vertical section on the line 2—2 of Fig. 4; Fig. 3 is a detail horizontal section on the line 3—3 of Fig. 1; Fig. 4 is a front elevation with the doors in the closed position; Fig. 5 is a sectional plan view, the section being taken approximately on the line 5—5 of Fig. 4; Fig. 6 is a transverse vertical section; Fig. 7 is a partly vertical section approximately on the line 7—7 of Fig. 6; Fig. 8 is a partially inverted plan view; Fig. 9 is a detail longitudinal vertical section showing one of the rack-supporting elements in folded position beneath the top of the unit; and Fig. 10 is a cross section on the line 10—10 of Fig. 9.

In constructing a shipping unit of the illustrated form a body is made of a predetermined relation to the size of a car, the desirable construction being about six feet long by four feet wide and from six to seven feet high, so that a standard car thirty six feet long would accommodate eleven of the units. The body comprises a bottom 10, a top 11, back 12 and sides 13 of suitable material, there being corner posts 14, a sill 15, and corner irons 16 wherever desired for strength.

The doors or closures for the open front of the body are preferably formed in sections, indicated by the numeral 17, hinged as at 17^a to the bottom of the body, the hinge connection preferably being effected by providing a metallic facing 17^b which forms the swing hinged leaf and a fixed hinged leaf, 17^c secured to the bottom 10. The upper portion 18 of each door section is hinged to the main door 17 as at 18^a, so that when the door is lowered to the position shown in Fig. 1, it will constitute a platform of which the hinged outer ends 18 constitute an incline. In practice, suitable trestles or blocks are placed under the door 17 in the lowered position. When in the closed position indicated in Fig. 4, the hinge joints 18^a are made rigid, or stiffened by removable slides 19 that are received in keep-

ers 20 at the meeting points of the doors 17 and their hinged portions 18, the slides preferably having outwardly projecting flanges 19^a forming hand grips. At each side of the unit, at the front, swinging vertical cleats 21 are hinged, as at 22, to the corner posts preferably by providing a metallic facing 23 on each cleat, which has a right angular bend 24 with which the hinged connection 22 is made. A metallic facing 25 is applied to the adjacent corner posts 14 constituting the fixed leaf of the hinge. The arrangement is such that the cleats may be closed against the outer faces of the doors and lie within the plane of the front corner posts 14, against the metallic facings 14^a on said post. In the closed position the upper ends of the doors are thus held by the cleats 21 against the lintel 26 and within an overhanging horizontal member or strip 27.

The hinged cleats 21 carry fastening straps 28, 29, pivoted to the cleats 28^a, 29^a, which turn in a vertical plane, for swinging to the horizontal position across the doors 17 at the outer sides thereof. The straps 28, 29 overlap each other at the center, the one strap being provided with a staple 30 on a hinged end 31 of the strap, the hinge being indicated by the character 29^c, while the other strap is in the form of a hasp 31^a hinged to its strap, as at 28^c, a padlock 32 or other lock or seal being applied to the staple when the straps are closed. The hasp end 31^a has an angular bend or offset 33 to fit over a removable vertical fastener bar 34, between the shoulders 34^a thereon.

The fastener bar 34 is received at the bottom in a socket 36 in the sill 15, behind a plate 38, and is shouldered as at 34^b to rest on the top of the sill, while the upper end is slidable through a vertical opening 35 in the top 11 of the structure, behind a fastener plate 37 which is secured to the said top. Thus, after the doors have been closed, and stiffened by the slides 19, the fastener bar 34 is placed outside of the meeting ends of the doors, the ends of the bar being secured in position, whereupon the straps 28, 29, are swung on their pivots 28^a, 29^a and the hinged overlapped members of the straps are brought into engagement with the hinged hasp section 31^a between the shoulders 34^a of the fastener bar 34. In the swinging of the fastener straps 28, 29, they engage beneath keepers 40 on the doors 17, and the inner ends 28^b, 29^b of the straps enter recesses 39 formed in the side faces of the corner posts 14. In addition to the fastener straps 28, 29, auxiliary latches 41 are pivoted as at 42, to the cleats 21 and adapted to turn vertically so as to engage behind keepers 43 on the door sections 18, to thus independently fasten said sections.

Within the structure I provide shelves

or racks indicated by the numeral 44, the outer ends 45 being hinged as at 45^a to fold relatively to the body portions 44 of the shelf, and in practice there is a plurality of these shelves, as shown clearly in Fig. 1. Each shelf section is hinged to a hinge rod 46 ranging longitudinally of the structure adjacent to the back 12 thereof, the hinged connection being effected in the form shown, by providing each shelf 44 with a hinge strap 47 engaging the rod 46. The shelves when in the lowered position, are supported by bars 48, located at the meeting ends of the shelf sections, and said bars 48 are adapted for removable engagement with the hinged rod 46, for which purpose each bar 48 is formed with a hook 49 at its inner end; the hook is illustrated as formed on a strap 50 applied to the said bar 48 and continued in the form of hooks 49. The hooks are slotted as at 51, to pass at each side of the brackets 52 secured by their bases 53 to the back 12 of the structure, in which brackets the hinge rod 46 has support. I have shown also spacing washers 54 on the hinge rod 46 adjacent to the flanges 52, but this feature may be omitted in practice.

The outer ends of the supporting bars 48 of the shelves or racks 44, 45, are suspended by hangers 55 suitably connected with the bars 48 as by straps 56 which are continued at their outer ends in the form of loops 57 that extend around and embrace the lower cross piece 58 of said hangers. The upper end of each hanger 55 is secured loosely by a staple 59 applied to the inner face of the lintel 26, just beneath the roof or top of the structure. The supporting bars 48 and their hangers 55 have great freedom of movement relatively to each other and relatively to the staples 59, in order to engage the hooks 49 with the hinge rods 46, and to fold the hangers and their supporting bars out of the way when the shelves 44, 45 are raised. Thus said supporting bars and hangers may be folded parallel with each other, and approximately parallel with the lintel 26, as shown best in Figs. 9 and 10, in which position each hanger and its bar 48 is supported on a lateral hook 61, integral with a bracket or base plate 60 secured to the face of the lintel, the lip 62 of the hook being upturned.

Each shelf 44, 45, may be swung upward with the hinge rod 46 as a center, in which position the body 44 of the shelf will be disposed vertically against the back 12, while the hinged end 45 will be disposed horizontally and extend forwardly beneath the top 11 of the structure. In the folded position of the shelf the end of the hinged portion 45 is sustained by a keeper 63, which is offset from a plate 64 pivoted as by a bolt 65 to the top 11, the end of the plate 64 opposite the keeper 63 being provided with a

knob or the like, 66, which serves as a handle for turning said plate to engage or release the hinged shelf section.

The wheeled trucks of the improved shipping unit are mounted at each end of the structure beneath the bottom 10; thus each truck 67 is swiveled by a king-pin 68 to turn on a vertical axis, and the axle 69 thereof has suitable wheels 70. The handle 71 of each truck has a cross bar 72 or equivalent formation at the outer end, and a cross bar 73 at the base of the handle is hinged as at 73^a to the truck or platform 67, so that the handle may be brought to a lowered position for use, or folded to an approximately vertical position against the end 13 of the structure, at the outside of the latter, within the plane of the corner posts 14. Any suitable catch 76, by engaging the outer handle bar 72 will serve to hold the handle in the raised position snugly against the truck body and out of the way.

In order that when the handle is folded against the body, the platform 67 and axle 69 may be held rigidly against any tendency to turning on the king-pin 68, the handle is provided with members to interengage with the body; thus I form on the bottom cross bar 73 of the handle, lugs 74 that will enter recesses 75 in the adjacent end 13 of the body when the handle is folded upward.

The described construction affords a practical means for carrying my invention into effect in simple form, and I would state in conclusion that I do not limit myself strictly to the mechanical details herein illustrated, since manifestly the same can be considerably varied without departure from the spirit of the invention.

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

1. In the herein-described structure for use as a shipping unit and other purposes, the combination of a body adapted to constitute a container, door sections hinged at their lower ends to the body, to swing to a vertical position to constitute a closure of the body, and to a lowered position to constitute a platform, the upper ends of the door sections being hinged to assume a position at an angle to the body of the door when lowered, a removable fastener bar extending continuously from the top to the bottom of the structure overlying the adjacent edges of the doors and extending across the hinged joints of the upper sections thereof, vertical cleats hinged to the body, near the ends, to swing against the adjacent portions of the doors, the cleats extending continuously over the hinge joints of the hinged sections of the doors, means carried by the cleats to fasten the door bodies in the closed position and engage the removable fastener bar, and additional fastening means

carried by the cleats to engage the hinged sections of the doors.

2. In the herein-described structure for use as a shipping unit and other purposes, the combination of a body adapted to constitute a container, door sections hinged at their lower ends to the body, to swing to a vertical position to constitute a closure of the body, and to a lowered position to constitute a platform, the upper ends of the door sections being hinged to assume a position at an angle to the body of the door when lowered, vertical cleats hinged to the body at the door opening to fold over the adjacent portions of the door sections and to extend continuously over the hinge joints of the door sections, said cleats being formed with right angular bends adjacent to the hinges to swing within the plane of the front of the body, fastening means carried by the cleats for fastening the body of each door section, and additional means carried by the cleats to engage the hinged portions of the door sections.

3. In the herein-described structure for use as a shipping unit and other purposes, the combination of a body adapted to constitute a container, doors hinged at their lower ends to swing to a vertical position to constitute a closure of the body, or to a lowered position to constitute a platform, a removable fastener bar having engagement at its upper and lower ends with the body and adapted to overlie the adjacent edges of the doors when in the closed position, the said removable fastener bar having shoulders thereon, hinged cleats on the body adjacent to the opposite edges of the doors and adapted to swing over the latter, and fastener straps pivoted to each hinged cleat to swing in a vertical plane, one of said straps having a hinged outer end carrying a staple, and the other strap having a hinged outer end in the form of a hasp offset to embrace the removable fastener bar between the shoulders thereof, the said body adjacent to the cleats having recesses and the fastener straps having ends projecting beyond the pivots and adapted to enter said recesses.

4. The herein-described structure for use as a shipping unit and other purposes, comprising a body adapted to constitute a container, a shelf within the container and hinged at one end to fold vertically, said shelf having its outer end hinged to fold relatively to the body of the shelf and assume an angle to the latter when the shelf is folded upwardly, and fastening means at the top of the body to retain the hinged end of the shelf when in the folded position.

5. The herein-described structure for use as a shipping unit and other purposes, comprising a body adapted to constitute a container, a shelf hingedly supported at one end within the body, a supporting bar for the

shelf, means for detachably engaging one
end of said bar, and a hanger mounted at
its upper end for swinging movement to a
position beneath the top of the body and
5 connected with the opposite end of said sup-
porting bar, to fold relatively to said bar,
the said bar and hanger being adapted to
fold together, and means for supporting the
hanger and the said supporting bar in the
10 raised position.

6. The herein-described structure for use
as a shipping unit and other purposes, com-
prising a body adapted to constitute a con-
tainer, shelves hingedly supported within

the body to fold vertically, a supporting bar, 15
means for detachably holding one end of the
supporting bar adjacent to the hinge of the
shelf, and a hanger foldably connected with
the opposite end of the supporting bar and
mounted to swing upwardly. 20

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

JAMES WILLIAM TERRY.

Witnesses:

ARTHUR RODGERS WOOD,
CHARLES JOHNSTONE THOMSON.