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DEMOUNTABLE FREIGHT CONTAINER

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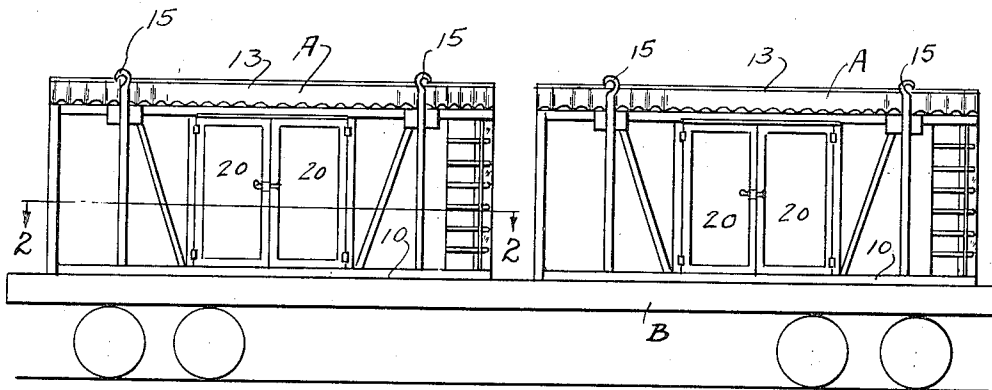


FIG. 1

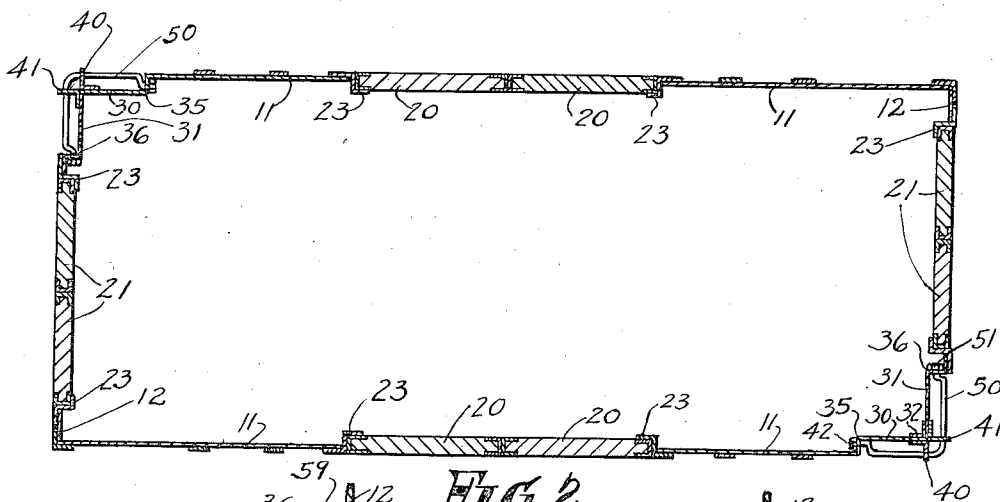


FIG. 2

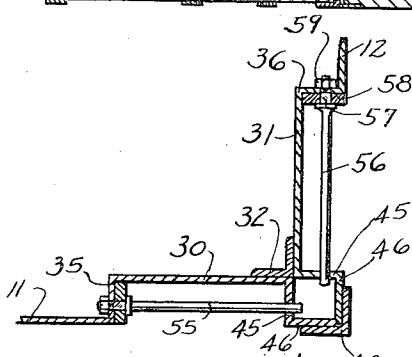


FIG. 3

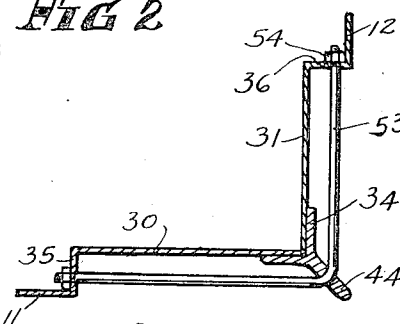


FIG. 4

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DEMOUNTABLE FREIGHT CONTAINER

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2 Claims. (Cl. 105—366)

This invention relates to a demountable automobile body adapted for use interchangeably on a highway truck or a railway flat car. When mounted on the flat car for transportation in a train, which may include box cars, it is desirable that means be provided to enable the trainmen to mount readily to the top of the container so that, in moving along a train, they will not have to work their way alongside of the containers. On the other hand, when the container is used on the automobile truck, it is desirable that there be no external projections which might encounter some obstruction either in transportation or in placing the container on the truck or removing it therefrom.

The present invention accomplishes the desired results by providing the container with a ladder which is set into a vertical recess in the container so as not to project materially beyond the container wall and at the same time is externally accessible for use. My invention is more fully described in the following specification, referring to embodiments illustrated in the drawing.

In the drawing, Fig. 1 is a side elevation of a flat car equipped with two containers embodying this invention; Fig. 2 is an enlarged horizontal section on a plane indicated by the line 2—2 on Fig. 1; Figs. 3 and 4 are details in horizontal section through one corner of the container illustrating slightly different ways of mounting the ladder rungs.

As shown in Figs. 1 and 2, the container A, which may be mounted on the flat car B or on a suitable truck, has a floor frame 10, side walls 11, end walls 12, and a suitable roof 13. Secured to the side walls are upright straps 15 terminating in hooks to enable the container to be lifted, as desired.

The container is provided with suitable doors, as indicated by the doors 20, in the sides of the car, and the doors 21 at the ends. In each case, the exterior of the doors is substantially flush with the corresponding container wall, the door jamb projecting inwardly into the container. This jamb may be formed by a Z-bar construction 23 as shown in Fig. 2.

Ladders are preferably provided at diagonally opposite corners of the container, both on the side and on the end. To this purpose, I inset the side wall, as shown at 30, and the adjacent end wall, as shown at 31. These inset walls may comprise portions of the corresponding walls of the container, bent first inwardly, as at 35 or 36, and then parallel with the wall, or they may

be separate sheets, as readily understood. In any case, they are properly reinforced at their meeting edges, as by the internal angle beam 32 of Figs. 2 and 3, or the external member 34 of Fig. 4.

The inwardly extending wall portions 35 and 36 of the recesses provide means for supporting the ladder rungs at one end. To support them at the other end, I may use any of several supports carried by the container wall adjacent the corner. Thus, as shown in Fig. 2, I have provided this corner with two outwardly extending angle bars 40 and 41, and the ladder rungs are continuous bent rods 50 extending intermediately through openings in the angle bars 40 and 41 and near their ends through openings in the wall offsets 35 and 36, the ends of the rods preferably having nuts 51 for holding them tightly in position.

In place of the two angle bars 40 and 41 of Fig. 2, I may provide a single web 44 formed integral with the external angle bar 34 of Fig. 4, this web extending outwardly at 45° to the sides and ends. The ladder rungs 53 in this case also extend continuously from the end offset 36 through openings in the web 44, and thence parallel to the side, and through the side offset 35, the rod having on its end the nuts 54 for pulling it tight.

In place of the single bent rod to make a ladder rung on both the side and the end, I may provide separate rods as illustrated in Fig. 3. This figure illustrates also a different form of corner support for the rungs, comprising a hollow box made by outward and return flanges 45, 46, on the side and end, and an external reinforcing angle 48. The rungs have their supports in the inward offsets 35 and 36, and in the corresponding outward flanges, and, as shown, are suitably anchored to prevent longitudinal shifting. As illustrated, each rung has a shoulder 57 which abuts the vertical reinforcing strip 58 adjacent the corresponding offset of the wall, and on the end the rung has a nut 59 for pulling the shoulder tightly against the reinforcing strip.

It will be seen that, in any of the embodiments shown, I have provided an effective ladder leading from the bottom of the container and readily accessible to one on the car floor whereby he may easily climb to the container roof. These ladders, by being mounted on diagonally opposite corners, both on the sides and ends, cause a car carrying these containers to correspond to the usual box car practice, irrespective of the direction in which the containers are placed.

It will be noticed that the amount of inseting of the pockets back of the ladder rungs is substantially the same as the inseting of the door jambs for the container doors. Accordingly, the end ladder uses merely space which was of practically no use for loading the container, as the package freight would not ordinarily be in small enough units to occupy such space, while the space for the side ladder does not much reduce the available capacity of the container.

I claim:

1. A demountable freight container adapted for mounting interchangeable on a railway flat car or a highway truck, said container having a vertical depression in one wall adjacent a corner of the container and a ladder having its rungs in

said depression, said rungs being supported at one end by the offset portion of the container wall at the edge of the vertical recess distant from the corner, the other end of the rungs being supported by means extending beyond them so that the ladder is between vertical protecting members.

2. A demountable freight container adapted for mounting interchangeable on a railway flat car or a highway truck, said container having vertical depressions formed in both the side wall and the end wall of the container adjacent the corner, and ladder rungs extending around the corner and lying at both the side and the end in said depressions.

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