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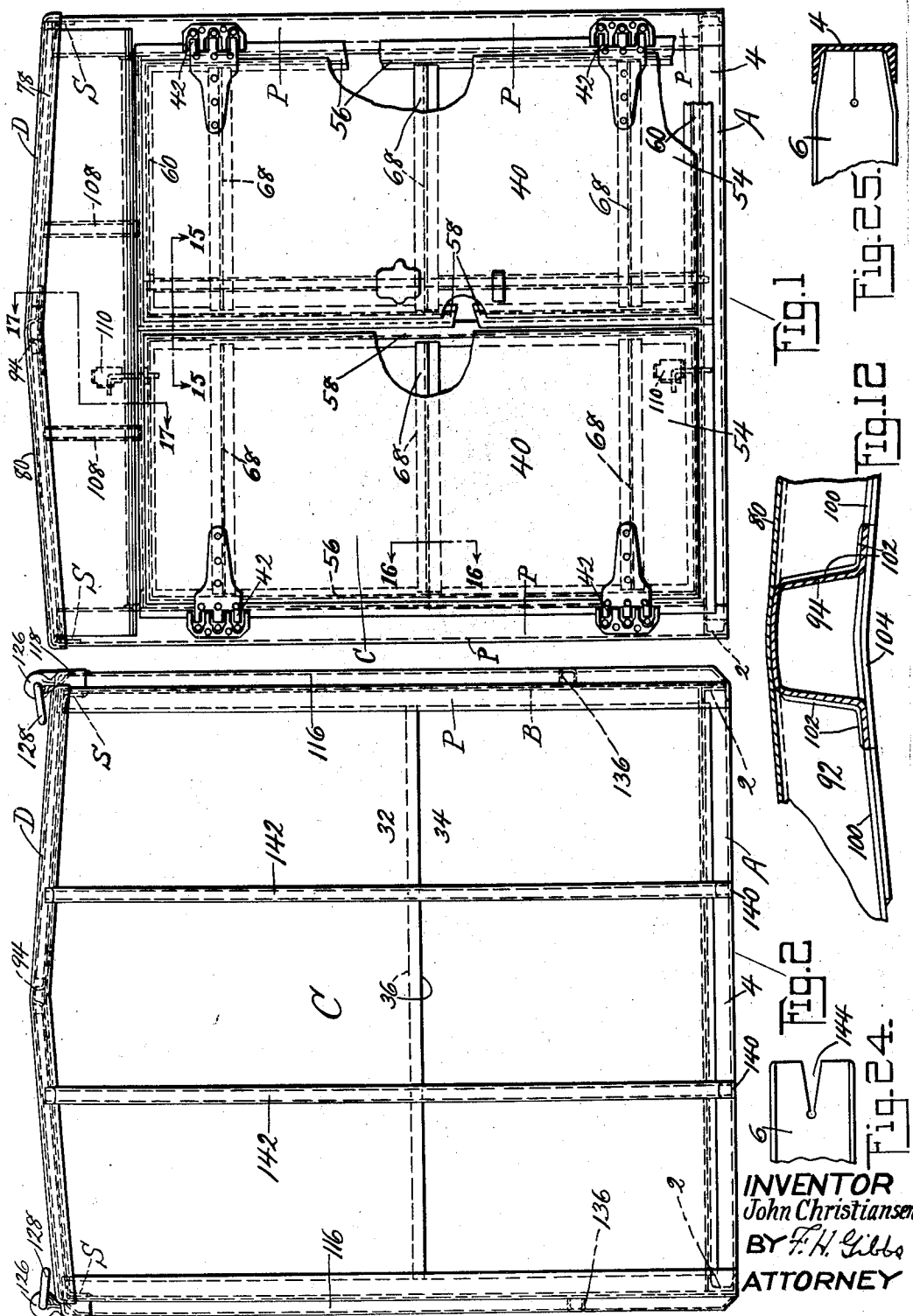
J. CHRISTIANSEN

1,874,901

SHIPPING CONTAINER

Filed July 22, 1931

5 Sheets-Sheet 1



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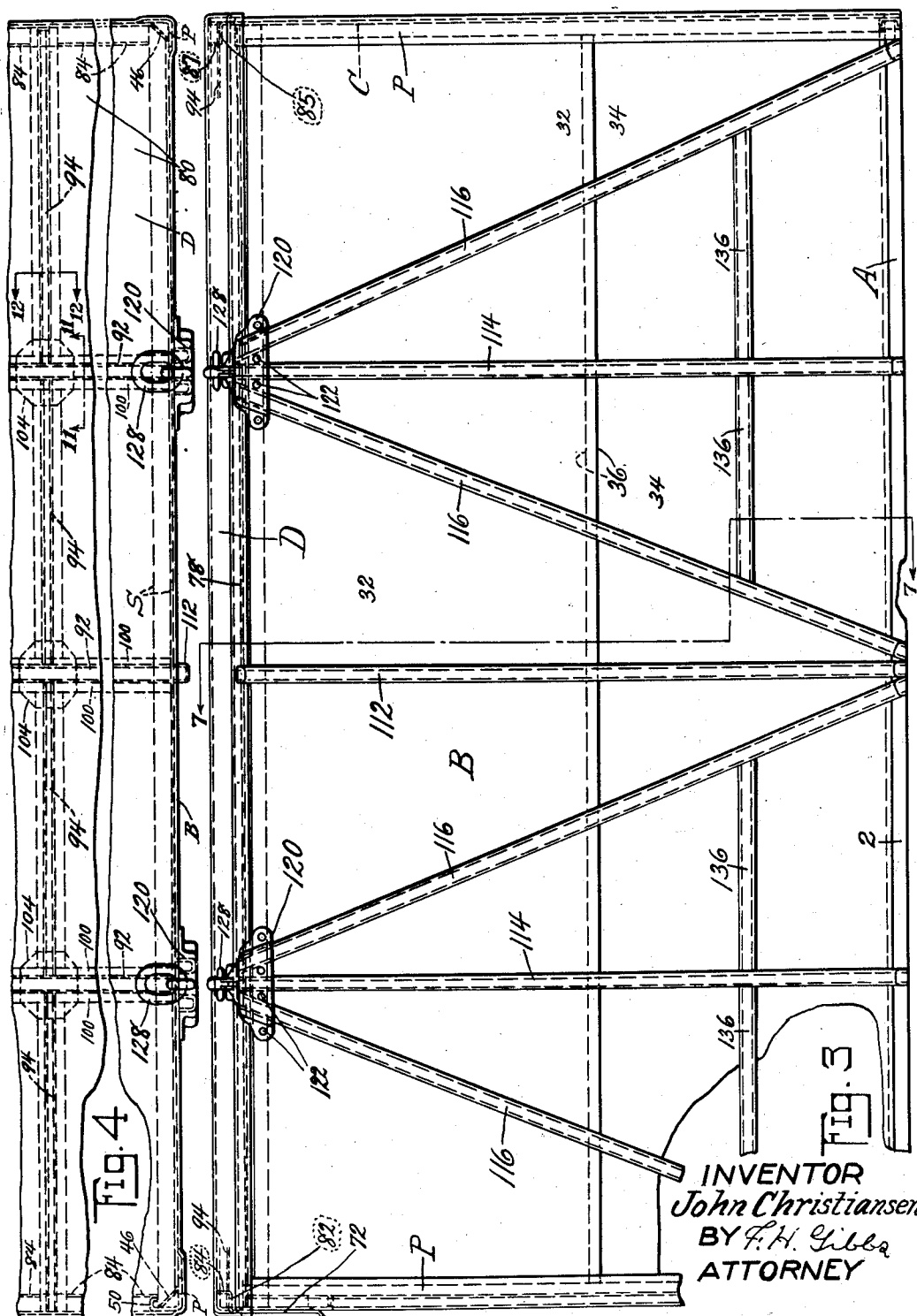
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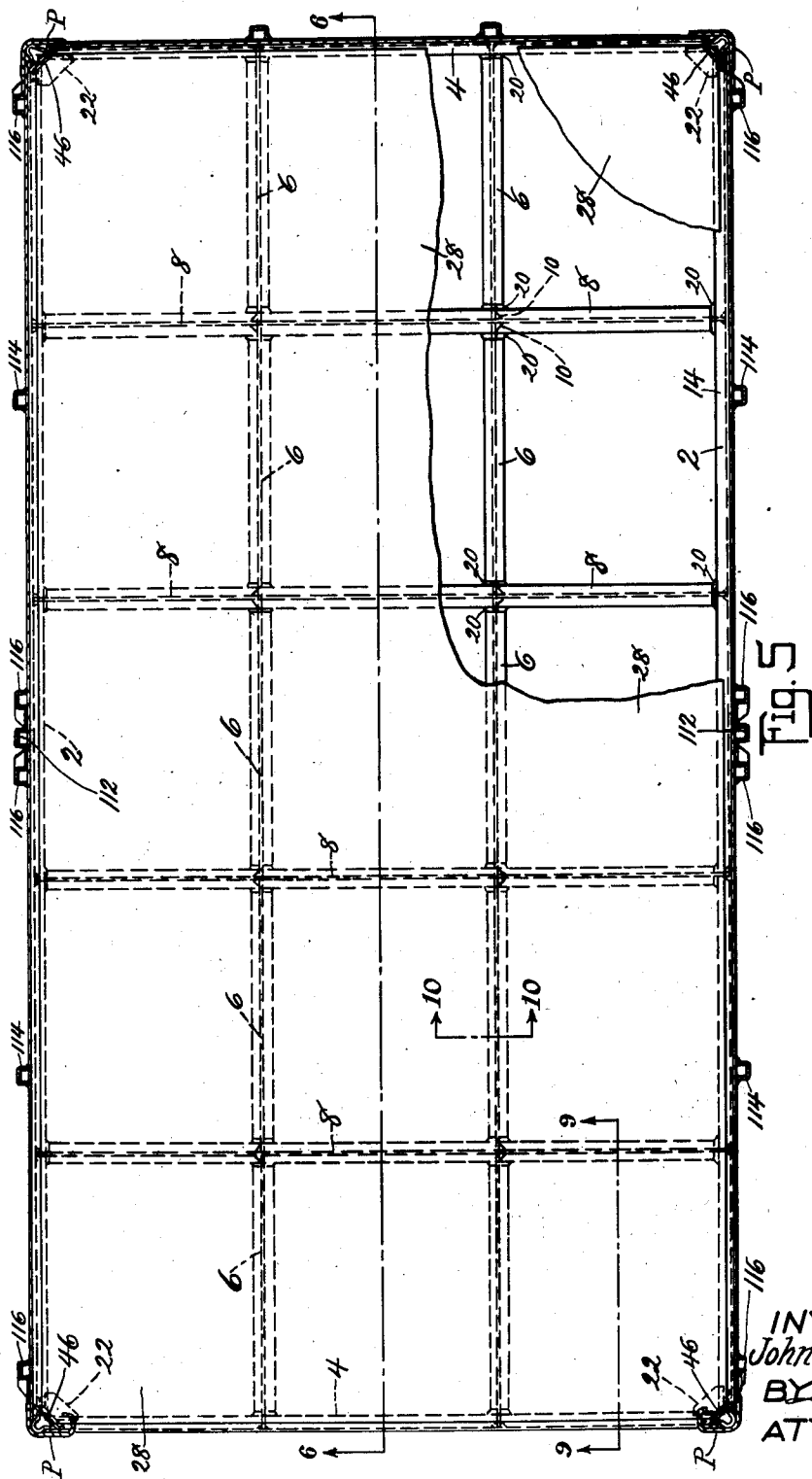
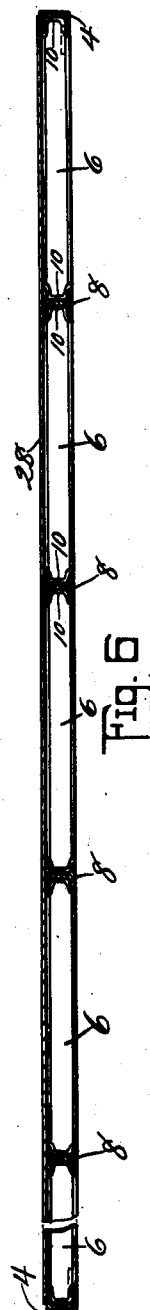
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SHIPPING CONTAINER

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5 Sheets-Sheet 3



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Aug. 30, 1932.

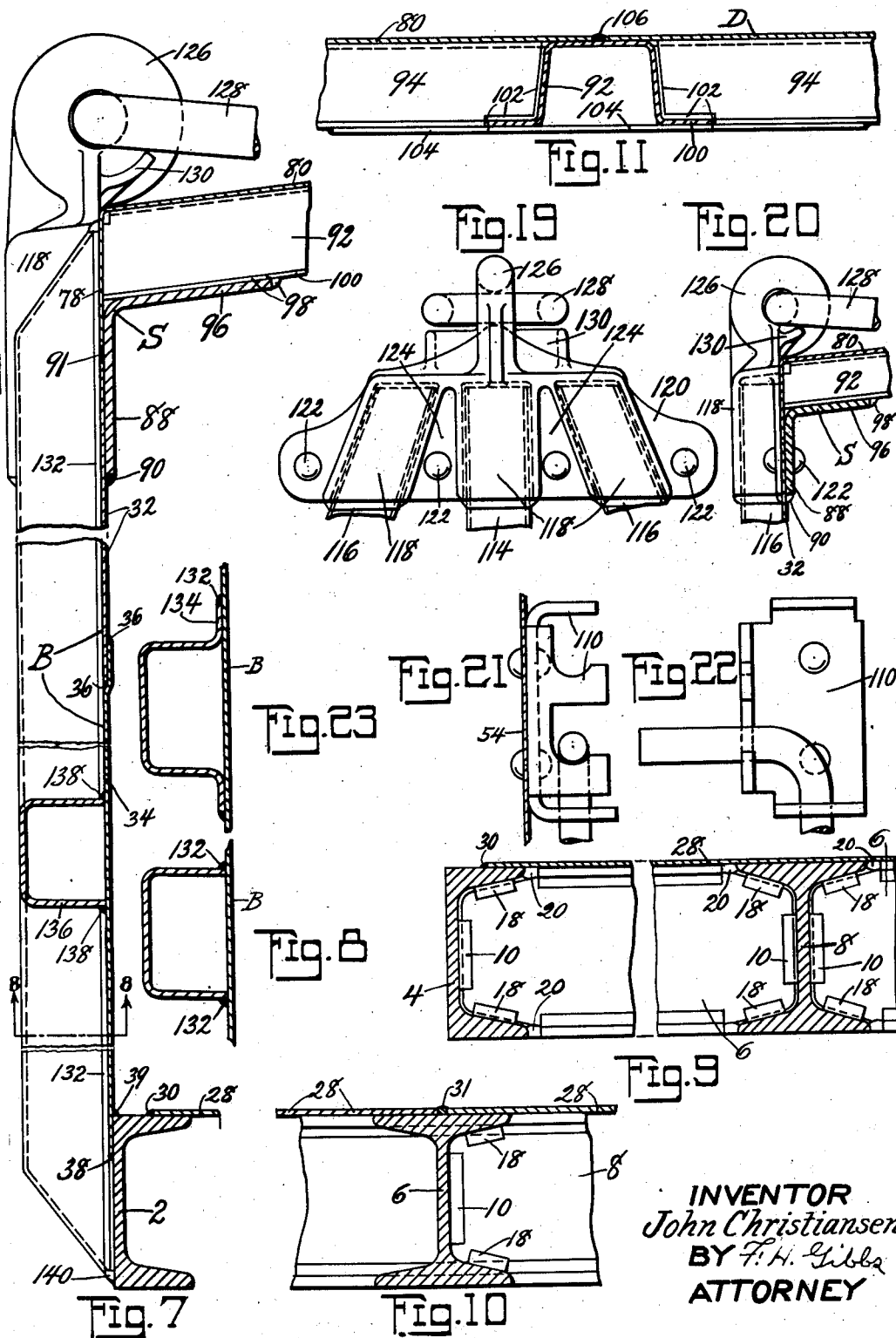
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SHIPPING CONTAINER

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1,874,901

5 Sheets-Sheet 4



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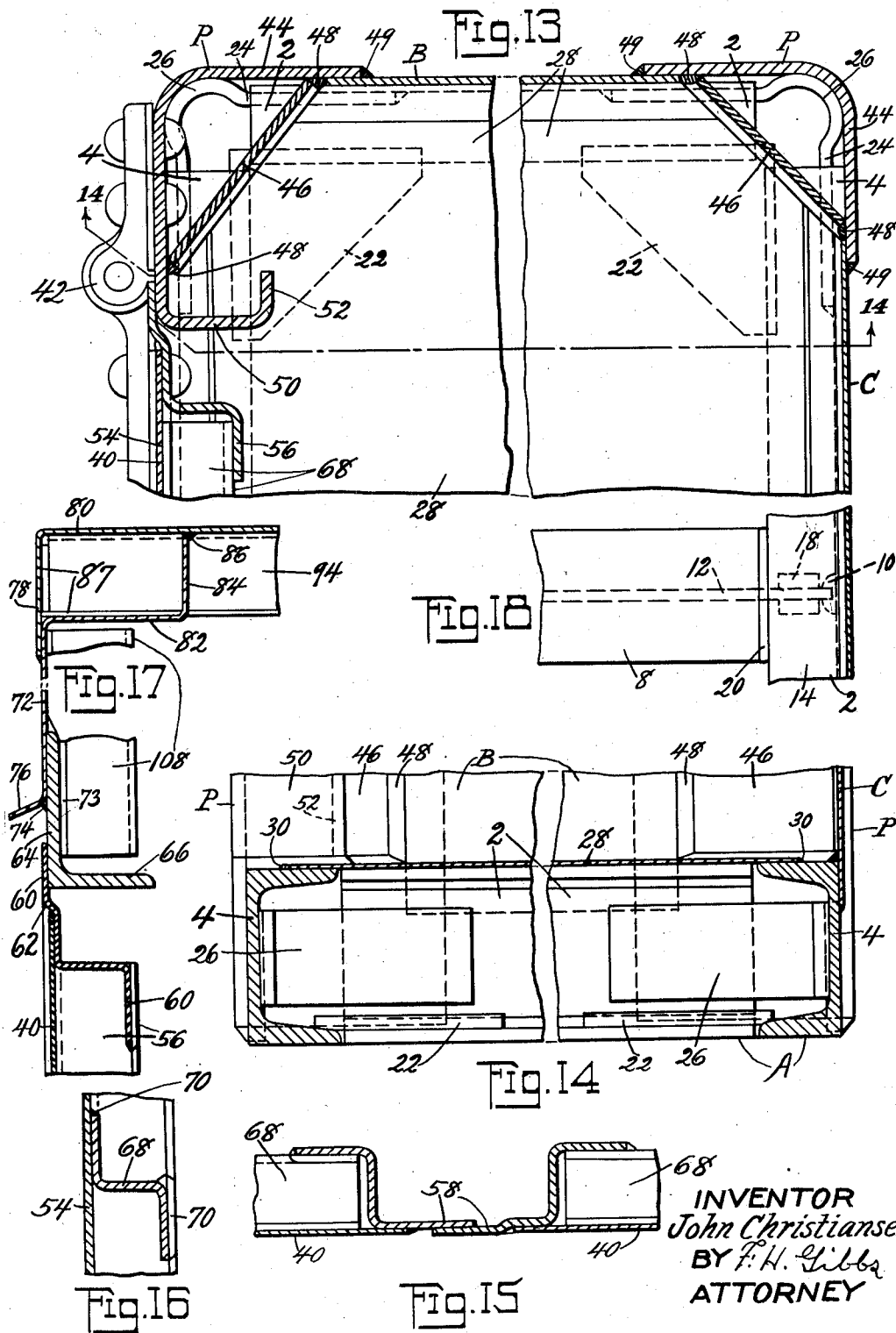
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1,874,901

SHIPPING CONTAINER

Filed July 22, 1931

5 Sheets-Sheet 5



UNITED STATES PATENT OFFICE

JOHN CHRISTIANSEN, OF RIDGEWOOD, NEW JERSEY, ASSIGNOR TO AMERICAN CAR AND FOUNDRY COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY

SHIPPING CONTAINER

Application filed July 22, 1931. Serial No. 552,321.

This invention relates generally to merchandise containers for the reception of goods to be stored and transported and has particular reference to containers adapted to be carried by railway cars of the gondola or flat car type and which are adapted to be removed therefrom on to a motor truck or the like.

One object of this invention is the provision of a shipping container formed of parts welded together to produce a strong and durable unitary construction.

Another object of this invention is the provision of a rugged sheet metal container for use on railway cars and automobile trucks for the shipment of fractional carload lots of goods and merchandise.

Other objects and advantages of this invention will be apparent from the following description taken in conjunction with the accompanying drawings in which:

Figure 1 is a front end view of the container with certain parts broken away, the view omitting the stiffening ribs and lifting ears on the side walls.

Fig. 2 is an end elevation at the rear end of the container.

Fig. 3 is a side elevation of the container, certain parts being broken away.

Fig. 4 is a broken, partial top plan view of the container.

Fig. 5 is a top view showing the interior of the container, the view being taken just above the floor and a portion of the latter being broken away to show the floor beams and sills.

Fig. 6 is a sectional view on the line 6—6, Fig. 5.

Fig. 7 is a sectional view on the line 7—7, Fig. 3.

Fig. 8 is a sectional view on the line 8—8, Fig. 7.

Fig. 9 is a sectional view on the line 9—9, Fig. 5.

Fig. 10 is a sectional view on the line 10—10, Fig. 5.

Fig. 11 is a sectional view on the line 11—11, Fig. 4.

Fig. 12 is a sectional view on the line 12—12, Fig. 4.

Fig. 13 is a broken horizontal sectional

view of a portion of the container showing the corner posts and their connection to the walls of the container; the view also showing a portion of one of the container doors and also showing in broken lines the connecting means for the side and end sills.

Fig. 14 is a sectional view on the line 14—14, Fig. 13.

Fig. 15 is a sectional view on the line 15—15, Fig. 1.

Fig. 16 is a sectional view on the line 16—16, Fig. 1.

Fig. 17 is a sectional view on the line 17—17, Fig. 1.

Fig. 18 is an enlarged detail view showing the connection of the transverse floor beams and side sills.

Fig. 19 is a side elevation of the lifting ear casting, showing the connection of the stiffening ribs therewith.

Fig. 20 is a view partly in section showing the lifting ear casting in its connected relation to the container side plate and roof.

Fig. 21 is a side elevation of one of the locking means for the doors.

Fig. 22 is a front elevation of the lock shown in Fig. 21.

Fig. 23 is a sectional view showing a modified form of stiffening rib.

Fig. 24 is a detail view showing a modified form of floor beam, and

Fig. 25 is a view showing the application of the floor beam of Fig. 24 to one of the sills, the latter being shown in section.

Referring now more particularly to the drawings in which similar characters of reference designate similar parts in the several views, the container of the present invention comprises, broadly, a base A, side walls B, end walls C and a roof D.

As will be apparent from the following description, the base A comprises a skeleton frame formed of channel side and end sills 2 and 4, respectively, between which are arranged a plurality of longitudinally and transversely extending floor beams or stiffeners 6 and 8, respectively, the said stiffeners being preferably I-beams and the stiffeners 8 extending from side sill to side sill (see Fig. 5) and being welded to said

side sills, as shown clearly at 10 in Fig. 18. In the construction shown in Figs. 5, 6, 9 and 10, which disclose one form of connection of the floor beams and sills, the top and bottom flanges of the I-beams 8 are cut off at the ends of the beams to permit the extension of the webs 12 between the upper and lower flanges 14 of the sills whereby the weld 10, heretofore mentioned, may be effected. If desired, the webs 12 may also be welded, as at 18, to the flanges of the sills, and preferably the upper and lower flanges of the stiffeners 8 are welded to the flanges of the sills, as shown at 20 in Fig. 18.

The longitudinal stiffeners 6 extend between pairs of transverse stiffeners 8 and between the end sills and the adjacent transverse stiffeners 8 and the flanges of said longitudinal stiffeners are removed adjacent the ends to permit the extension of the webs of said stiffeners 6 between the flanges of the transverse stiffeners 8 and also to permit the webs of the end longitudinal stiffeners to extend between the flanges of the channel end sills. The longitudinal stiffeners 6 are connected to the transverse stiffeners 8 and to the end sills in a manner similar to that heretofore described with reference to the connection of the transverse stiffeners 8 and the side sills, and hence are indicated in Fig. 9 by similar reference characters.

As shown more clearly in Fig. 13, the side and end sills are not mitered at adjacent ends thereof, but the side and end sills are preferably connected by means of gussets 22 welded to the lower flanges of adjacent side and end sills. In addition to these gussets 22, the side and end sills are further connected by means of corner stiffeners 24, substantially angle shaped, with the legs thereof lapping the webs of adjacent sills and welded thereto; said corner stiffeners having rounded portions 26 adapted to rest against and stiffen the corner posts P, hereinafter more fully described.

From the description thus far it will be apparent that the base A of the container of the present invention comprises a strong and sturdy skeleton frame formed of the connected side and end sills which are suitably braced by longitudinal and transverse floor beams or stiffeners 6 and 8, respectively; the sills and stiffeners being all welded together to form a unitary construction and furnishing a support for a plate metal floor 28 welded to the upper flanges of the sills, as shown at 30. The floor 28 may be a single plate or may be formed of several plates with their abutting edges welded together, as shown at 31 in Fig. 10.

The side walls of the container are each preferably, though not necessarily, formed of two metal plates 32 and 34, respectively, (see Fig. 7) overlapped on a horizontal plane and connected together at the overlap by in-

ternal and external welds 36; the lower plates 34 lapping the webs of the side sills and being welded thereto, as at 38, and also being connected to the sills by internal welds 39 which connect the plates 34 and the top flanges of the sills.

The end walls C of the container are designated as front and rear walls, respectively, and the rear wall is similar in construction to the before-described side walls B and hence the same reference characters are applied thereto. The front end wall of the container is provided with doors 40 (see Fig. 1) hingedly connected as at 42 to the adjacent corner posts P. The corner posts are triangular in cross section and comprise the angle plates 44 and the interiorly arranged brace plates or post stiffeners 46 welded to the legs of the angle plates, as shown at 48. These triangular corner posts connect the adjacent side and end walls (see Fig. 13) and lap said walls and are welded thereto, as shown at 49. At the front end wall the angle plates 44 have one edge thereof inturned as at 50 to define door posts and then inwardly flanged, as at 52, to provide door post stiffeners.

The doors 40 which form a portion of the front end wall of the container each include a substantially rectangular frame provided with door plates 54 secured thereto and said frames each comprise spaced vertical stiles 56 and 58, respectively; the hinges 42 being connected to the stiles 56 while stiles 58 form the free side edges of the doors. The stiles 56 and 58 are substantially Z-shaped in section and the stiles 58 lap each other when the respective doors 40 are in closed position, as clearly shown in Fig. 15. The door frames also include top and bottom rails which are identical in construction and which are connected to the stiles. The top rail is shown in Fig. 17 at 60 and is substantially Z-shaped in section with its flanges vertically arranged and the upper flange offset as at 62 to rest against one leg 64 of an angle-shaped upper door frame member 66 when the door is in closed position. The member 66 extends between and is connected to the corner posts in any suitable manner. The lower rail of the door frame is similar in construction to the rail 60, as before mentioned, and the offset portion thereof will overlap the front end sill when the door is in closed position. For stiffening the doors a plurality of horizontal Z-members 68 are provided which are preferably welded to the door plates 54, as shown clearly in Fig. 16 at 70.

The leg 64 of the door frame member 66 is overlapped by a header 72 welded to the member 66, as at 74, and having its lower edge outwardly and downwardly flanged, as at 76, to provide a water-shed. The door header 72 extends upwardly and is welded to the downturned flange 78 of a roof sheet 80 and is then

bent inwardly as at 82 and then upwardly as at 84 with its upper edge welded as at 86 to the roof sheet 80; the header 72 thus being substantially Z-shaped and providing a box section at the roof 80 which serves to stiffen the roof at this area, as will be apparent.

The upper portions of the side walls and the rear end wall overlap the vertical legs 88 of angle-shaped side plates S and are connected thereto in any suitable manner as by welding, an example of which is indicated at 90. The side plates S support carlins 92 which extend between oppositely arranged side plates and are supported on the inwardly extending horizontal legs 96 thereof and are preferably connected to said legs 96 in any suitable manner as by welding, such as shown at 98. The carlins are inverted U sections having flanges 100 which support purlins 94 and the latter are preferably welded to said carlins as shown at 102 in Fig. 11. For additional strength, gussets 104 are provided at the junctures of the carlins and purlins, said gussets being connected to the said carlins and purlins in any suitable manner, as by welding.

Between the carlins the purlins are supported as just described. The purlins adjacent the front end of the body rest upon and are supported by the flange 82 of the header 72 and the vertical flange 84 is cut out to permit the extension of the purlins into supported position as illustrated in Fig. 17. The purlins are welded as at 87 or otherwise suitably secured to the box section, heretofore described, thereby effecting a strong construction at this end of the container, as will be apparent. At the rear end of the container the purlins extend over and are supported by an inwardly extending horizontal flange 85 formed at the upper edge of sheet 32 of the end wall (see Figs. 3 and 4) and to which the purlins are welded. The flange 85 is then upwardly bent as at 87 and the upper edge of said flange 87 is then welded to the roof sheet 80, the construction being similar to that heretofore described relative to the box section formation defined by portions 82 and 84 of header 72. The vertical flange 87 is cut out at intervals to permit the extension of the purlins into supported position on the horizontal flange 85.

The carlins and purlins support the roof D and the latter includes the before mentioned roof sheet 80 having a down-turned marginal flange 78 extending completely therearound, the flange 78 overlapping the vertical legs 88 of the side plates S (see Fig. 7) and being welded to said side plates and to the upper edges of the side walls B as shown at 91 in Fig. 7. At the front end of the container the flange 78 laps the header 72 and is welded thereto as clearly shown in Fig. 17, while at the rear end wall of the container the flange 78 laps the adjacent wall

plate 32 and is welded thereto on a horizontal line from corner post to corner post. The flanges 78 at the ends of the container constitute end plates as will be apparent. Roof D may comprise a single plate metal sheet 80 or may be formed of a plurality of connected sheets if desired and Fig. 11 discloses the roof sheet 80 as formed of several sections united along the meeting edges thereof by welding, as shown at 106.

It has been found desirable to provide additional strength at the front end wall of the container and to this end braces 108 of U-shape are welded to the vertical leg 64 of the door frame member 66 and extend upwardly adjacent the lower vertical leg of the header 72 and are welded as at 73 or otherwise suitably connected to said header. The doors 40 are of course provided with suitable locking means to retain the same in closed position and Figs. 21 and 22 indicate one type of locking means which is connected to one of the doors 40 and is adapted to cooperate with the adjacent end sills to retain said door in closed position. This locking means is indicated at 110 and, if desired, a similar locking means may be provided on the inside of the container to be secured to the header 72 for engagement with the upper Z-frame member of the door 40, as clearly shown in Fig. 1.

The side walls B are each provided with spaced sets of stiffening ribs arranged one each on each side of vertical ribs 112 positioned at the vertical centers of the side walls. In the instance shown these sets of ribs each comprise a vertical rib 114 and diagonally extending ribs 116 on each side of the vertical ribs which converge upwardly and have their upper ends arranged in pockets or recesses 118 formed in lifting elements 120 secured as by welding and by rivets 122 to the container, said rivets passing through the side plates S, as clearly shown in Fig. 20. These lifting elements 120 in the instance shown are unitary structures having an attaching portion indicated generally at 124 with which the before mentioned pockets 118 are formed, and an upwardly extending eye 126 to which the bail 128 is connected; the elements 124 also having a flange 130 which projects inwardly to position the before-mentioned bail 128. If desired, the upper ends of the stiffening ribs 114 and 116 may be welded to the elements 124.

The stiffening ribs are U-shaped in section and are preferably connected to the side walls by being welded thereto, as shown at 132. Fig. 23 discloses a modification of the ribs in which the U-section is outwardly flanged as shown at 134 to serve as attaching portions for said ribs, as will be apparent. As an additional means for stiffening the side walls horizontally arranged ribs 136 are provided, U-shaped in section as shown clearly in Fig. 133

7, and welded to the side walls as at 138; the ribs 136 extending between the vertical ribs 114 and the diagonal ribs 116, as clearly shown in Fig. 3.

5 The rear end wall is preferably reinforced and stiffened by vertically arranged U-shaped ribs 142 welded to the plates 32 and 34. The upper ends of the ribs 142 overlap and are welded to the flange 78 of the roof sheet 80, as shown clearly in Fig. 2, and the lower ends of the ribs are welded to the end sill 4.

By the arrangement just described and stresses to which the container is subjected either in service or when being lifted and moved about are efficiently distributed throughout the entire container, thus preserving the life of the container in service.

As clearly shown in Fig. 7 the ribs 114 and 116 and also the intermediate vertical rib 112 and end wall ribs 142 extend downwardly beyond the lower edges of the walls to which they are attached and their lower ends are welded or otherwise suitably secured to the webs of the channel sills as shown at 140.

25 Figs. 24 and 25 disclose a modified form or method of connecting the longitudinal and transverse floor beams 6 and 8 and a modified form of connection of the longitudinal beams 6 and the end sills, in which figures, instead of coping the ends of the beams 6 as shown in Figs. 5, 6, 9 and 10, the webs of the said beams 6 at the ends thereof are provided with V-shaped slots 144 (see Fig. 24) which permit deforming the ends of said beams by compressing the same to the form shown in Fig. 25 whereby said ends may be inserted between the upper and lower flanges of the end sills 4 and the transverse floor beams 8 and be welded thereto; this manner of connection being obviously less expensive to produce than that shown in Figs. 5, 6, 9 and 10. This same construction may be provided for connecting beams 8 with the side sills, as will be obvious.

45 From the description herein it is believed that the construction of the container of the present invention will be fully apparent to those skilled in the art, but it is to be understood that the drawings are for illustrative purposes only and various changes in the form and proportions of the construction may be made within the scope of the appended claims without departing from the spirit of the invention.

55 What is claimed is:

1. A shipping container comprising side and end walls, angle shaped corner posts connecting adjacent edge portions of adjacent side and end walls, internal braces extending between and welded to the legs of the corner posts, side plates to which the side walls are secured, carlins supported by and secured to the side plates, purlins supported by the carlins and secured to the upper portions of the end walls, a roof having a mar-

ginal flange secured to the side plates and the upper portions of the end walls, doors forming a portion of one of the end walls, said doors being hingedly connected to the corner posts and the latter having inturned portions constituting door posts, and means secured to the side walls adjacent the roof adapted to be engaged by a crane or the like to permit the container to be lifted and moved about.

2. A container of the kind described having a door opening defined by corner posts and a top frame member extending therebetween, said corner posts having portions thereof inturned to define door posts extending upwardly to a point adjacent the top frame member, doors hingedly connected to the corner posts, and a door header forming a portion of said end wall and to which the top frame member is secured, said header being substantially Z-shaped with its flanges vertically arranged and the lower flange having its edge outwardly bent to define a water-shed.

3. A container comprising side and end walls, a base and a roof, doors forming a portion of one of said end walls, stiffening ribs secured to the side walls and having their upper ends adjacently arranged, and lifting elements secured to the container adjacent the roof and provided with recesses into which the upper ends of said stiffening ribs are extended.

4. In a shipping container, means secured thereto for engagement by a crane or the like to permit lifting of the container, comprising a unitary structure having an eye and an attaching portion, the latter having a plurality of upwardly converging downwardly opening pockets.

5. In a shipping container, means secured thereto for engagement by a crane or the like to permit the container to be lifted and moved about comprising a unitary structure having an eye and a bail arranged in said eye, a flange adjacent the eye for positioning the bail, and an attaching portion having a plurality of upwardly converging downwardly opening pockets.

6. In a container of the kind described, a base comprising channel side and end sills, gussets welded to adjacent end portions of said side and end sills for connecting said sills, rigid members connecting the sills, said members having their end portions projecting into the channels between the flanges thereof and being connected to said side sills, and rigid longitudinally extending elements extending between and welded to adjacent rigid members.

7. In a container of the kind described, a base comprising channel side and end sills, gussets welded to adjacent end portions of said side and end sills for connecting said sills, transversely arranged rigid members

extending between and welded to said side sills, rigid longitudinally extending members extending between and welded to adjacent transversely extending members and extending between and welded to the end sills and adjacent transversely extending members, and a plate metal floor supported by the sills and said longitudinally and transversely arranged members and welded to said sills.

8. In a container of the kind described, a base comprising channel side and end sills, gussets welded to adjacent end portions of said sills for connecting the latter, and longitudinally and transversely arranged I-beams welded together and to said sills for forming a skeleton frame, the transversely arranged I-beams being continuous and extending between the side sills.

9. In a shipping container, a base comprising channel side and end sills connected together by welding with the flanges thereof inwardly extended, longitudinal and transverse stiffeners for the base welded to said sills, a plate metal bottom welded to the sills, side and end walls lapping the webs of said sills and welded thereto, angle shaped corner posts welded to said side and end walls and to the sills, internal corner post braces welded to said posts and substantially co-extensive therewith, doors forming a portion of one end wall of said container and hinged connected to the adjacent corner posts, the latter having inturned portions defining door posts, angle shaped side plates to which the side and end walls are connected, carlins and purlins supported by the side plates and upper portions of the end walls respectively, and a roof supported on the carlins and purlins and provided with a down-turned flange lapping and welded to said side plates.

10. In a shipping container, angle shaped corner posts having one leg inturned and then rearwardly flanged to form reinforced door posts, doors hinged connected to said corner posts, a sheet metal door header extending between and connected to said corner posts, and a horizontal door frame member secured to said header.

11. In a shipping container, door posts, a roof, and an end wall comprising a Z-shaped door header having its flanges vertically arranged with the upper flange welded to the roof and its web and the upper flange defining a box section extending between the corner posts, the said corner posts having portions thereof inturned to define door posts, a horizontally arranged door frame member welded to said header and extending between the corner posts, and doors hinged connected to the corner posts and having an upper frame member adapted to contact with the horizontal door frame

member when the doors are in closed position.

12. In a shipping container, a base including inwardly facing channel side and end sills and longitudinal and transverse stiffeners extending between and connected to said sills, side and end walls lapping the webs of the sills and welded thereto, angle shaped corner posts lapping said side and end walls and welded thereto and to said sills and internal braces for the posts extending between and welded to the legs of said posts and substantially co-extensive therewith.

13. In a shipping container of the kind described, plate metal side and end walls, a base to which said walls are connected, angle shaped corner posts lapping said walls and connected thereto, internal diagonal braces for said posts welded to the latter and substantially co-extensive therewith, angle shaped side plates to which the walls are connected, a roof overlapping the side plates, and sets of stiffening ribs secured to the side walls of the container on each side of the vertical center thereof.

14. In a shipping container of the kind described, plate metal side and end walls, a base to which said walls are connected, angle shaped corner posts lapping said walls and connected thereto, internal diagonal braces for said posts welded to the latter and substantially co-extensive therewith, angle-shaped side plates to which the walls are connected, a roof overlapping the side plates, and sets of stiffening ribs secured to the side walls of the container on each side of the vertical center thereof, the individual ribs of the sets converging upwardly, and lifting ears secured to the container adjacent the roof and with which said ribs are connected.

15. A base for a shipping container comprising inwardly facing channel side and end sills, gussets connecting adjacent end portions of said sills, transversely arranged I-beams extending between the side sills and having their end portions projecting between the flanges of said sills and welded thereto and to the webs of said sills, and longitudinal members extending between adjacent transverse I-beams with their end portions projected between the flanges of said I-beams and welded thereto.

16. A base for a shipping container comprising inwardly facing channel side and end sills, gussets connecting adjacent end portions of said sills, transversely arranged I-beams extending between the side sills and having their end portions projecting between the flanges of said sills and welded thereto and to the webs of said sills, longitudinal members extending between adjacent transverse I-beams with their end portions projected between the flanges of said I-beams and welded thereto, and a plate metal floor welded to

said sills and supported thereby and by the transverse I-beams and longitudinal members.

17. In a shipping container, inwardly facing channel side and end sills, gussets connecting said sills at adjacent end portions thereof, a plate metal floor supported by the sills, angle shaped corner posts secured to the sills, connectors welded to the webs of adjacent side and end sills and having portions contacted with said corner posts to brace the latter at their lower ends, internal post braces extending between the legs of said corner posts and welded thereto, said braces and posts defining hollow triangular post sections, side and end walls secured to the side sills and overlapped by said corner posts and welded to the latter, side plates to which the upper ends of said walls are secured, a roof secured to the side plates, and lifting ears secured to the side walls and side plates.

18. In a shipping container of the kind described, a base frame comprising inwardly facing channel-shaped sills, and base frame stiffeners of substantially the same height as said sills having ends thereof longitudinally slotted and extended into the channels of the sills between the flanges thereof and secured to said sills.

19. In a shipping container of the kind described, a base frame comprising connected channel-shaped side and end sills, and I-beam base frame stiffeners of substantially the same height as the sills having their end portions reduced in height and extended into and secured to said sills.

20. A container for fractional car lots of merchandise having a door opening defined by corner posts and a top frame member extending therebetween, said corner posts comprising angles, one leg of each of which overlaps the adjacent side wall of the container and the other leg of each of which is inturned to constitute a door post, doors hingedly connected to the corner posts, and a door header forming a portion of the end wall of the container to which the top frame member is secured.

21. In a container for fractional car lots of merchandise, said container having doors formed in one end thereof and being provided with a roof, means for stiffening said container at the door end thereof comprising a door header of Z-shape cross section extending across the container adjacent the roof and being secured to the latter to define therewith a box section.

22. In a container of the kind described, corner posts, a roof having downturned flanges at its ends constituting end plates, a pair of metal sheets overlapped on a horizontal line defining one end wall of the container, the upper portion of said wall being overlapped by the adjacent end plate, a door frame member extending between the corner

posts at the opposite end of the container, a Z-shaped door header secured to the door frame member and to the adjacent roof flange and to the roof to define a box section stiffening means for the roof, and doors secured to the corner posts at said opposite end of the container to form the remainder of the end wall.

23. A container of the kind described having a door opening defined by corner posts and a top frame member extending therebetween, said corner posts having portions thereof inturned to define door posts extending upwardly to a point adjacent the top frame member, doors hingedly connected to the corner posts, and a door header forming a portion of said end wall and to which the top frame member is secured, said header being substantially Z-shaped with its flanges vertically arranged and connected to the roof to provide a box section roof stiffener.

24. In a container of the kind described, connected side and end walls, a roof, side plates secured to the upper portions of the side walls, the upper portions of the end walls having offset portions secured to the roof and forming therewith box section stiffening elements.

25. In a container of the kind described, side walls, end walls and a roof, said side walls having side plates secured thereto and said end walls being so formed at their upper portions and arranged relative to the roof as to provide with the latter box sections for reinforcing the upper end portions of the container.

26. In a container of the kind described, side walls, end walls and a roof, and means at the upper portions of the end walls having provision for attachment to the roof in such a manner as to provide stiffening box sections.

27. In a container, a front end therefor comprising an inwardly facing channel end sill, angle-shaped corner posts connected to the end sill and defining a door opening, a door header connected to the corner posts, said corner posts each having a flange formed on one leg thereof arranged parallel to the other leg and extending inwardly to constitute a door post, angles secured to the header and extending between the corner posts to provide an upper door frame member, and doors inwardly connected to the corner posts and having their upper and lower portions overlapping the door frame member and end sill respectively when said doors are in closed position.

In witness whereof I have hereunto set my hand.

JOHN CHRISTIANSEN.