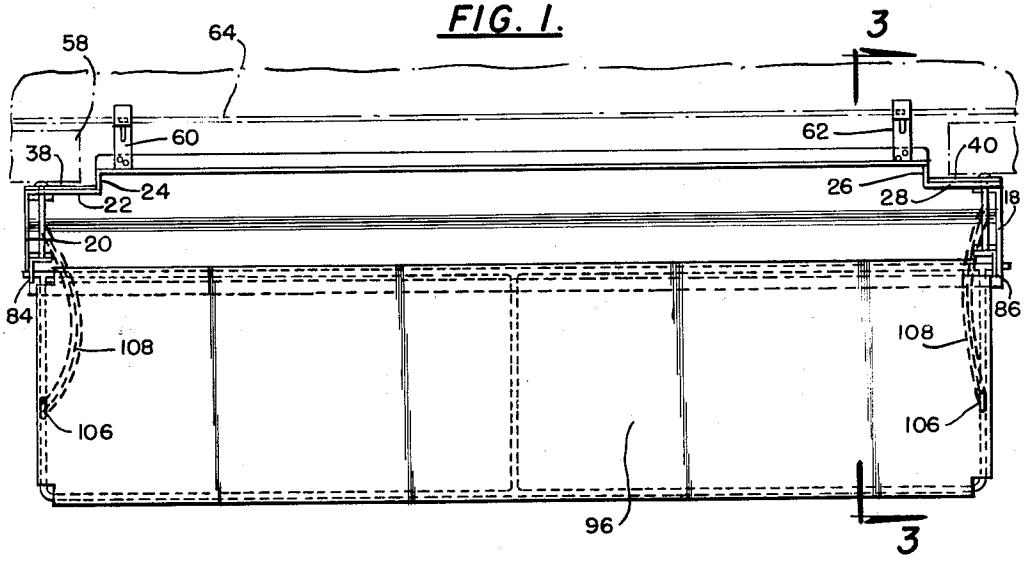
Sept. 25, 1956 G. J. DYE 2,764,236

COMBINED GUTTER AND CANOPY

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FIG. 1.



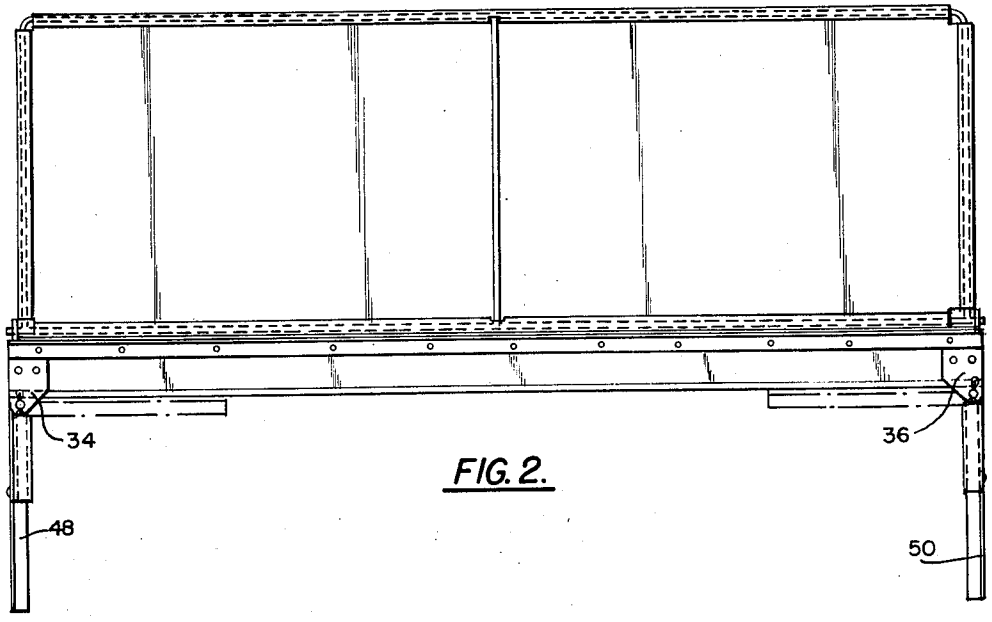


FIG. 2.

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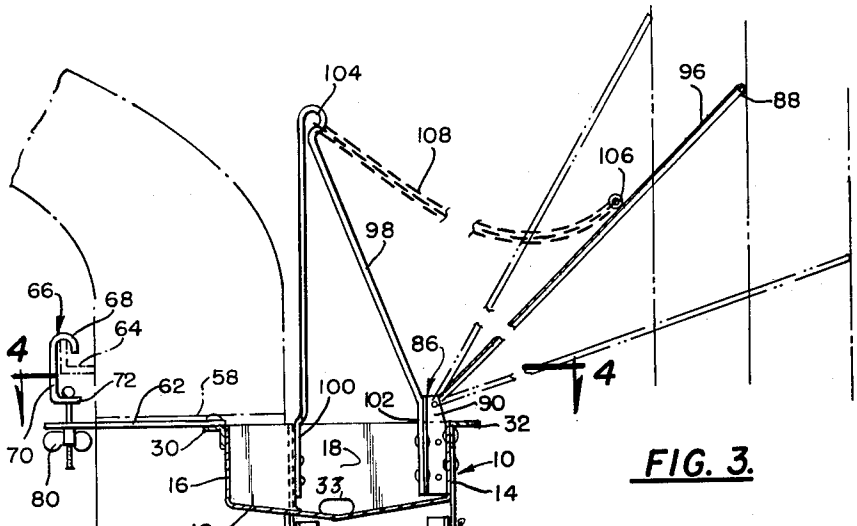


FIG. 3.

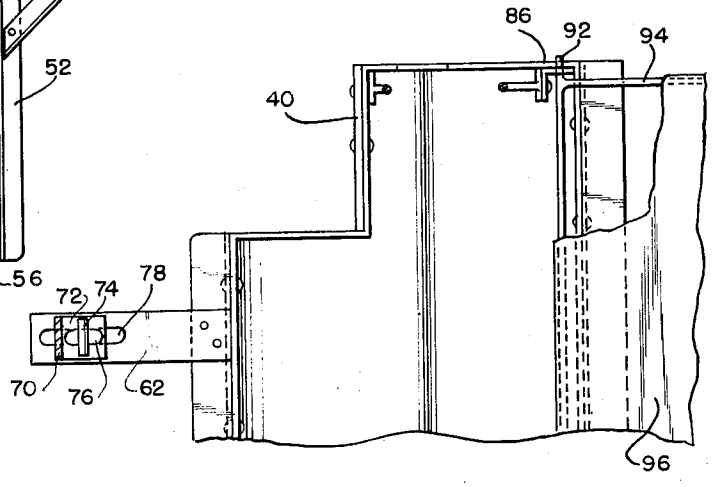


FIG. 4.

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COMBINED GUTTER AND CANOPY

Garnett J. Dye, Atlanta, Ga.

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8 Claims. (Cl. 160—127)

This invention relates to a combined gutter and canopy for railway cars and truck doors. Railway cars and trucks are driven as close as possible to warehouse doors, etc., or to other vehicle doors and then the material to be transported or stored is moved from the truck or car to the warehouse, or vice versa. As is well known, the truck or car door is spaced from the warehouse door or shed. When it is raining, or during other inclement weather the merchandise is thus exposed as it is moved from the vehicle to the warehouse. Further, rain, snow, etc. enters the car or truck and the warehouse.

An object of this invention is to provide an attachment which will prevent these undesirable occurrences. The objects of the invention include the provision of a combined gutter and canopy which can be readily positioned adjacent to a car door opening, for example, and which will effectively serve to prevent rain, snow, etc. from coming into the car, or into the warehouse or onto the merchandise.

Since the spacing between carrier and warehouses vary in different locations and since there are different types of warehouse construction a canopy must be designed for each location, or a universal type canopy must be devised. Since the advantages of mass and standardized production are many a further object of this invention is to provide a canopy having such universal characteristics in which it can adjust to meet the needs of a number of different loading points. A combined gutter and canopy constructed in accordance with my invention can be mass produced and does not have to be individually designed for each location.

A further object of this invention is to provide a gutter and canopy which can be easily positioned for use and taken down for storage.

Another object of the invention is to provide a combined gutter and canopy in which effective protection will be obtained.

Yet another object of the invention is to provide a canopy and gutter which is of light construction, can be readily handled and can be easily positioned and taken down, and which is low in cost. Other objects include the provision of a gutter and canopy which is strong, long lasting, which can be cheaply produced and which does not interfere with the loading or unloading of vehicles.

Other objects and advantages will become apparent from the following description of the present invention illustrated in the accompanying drawings, in which:

Figure 1 is a top plan view of a combined gutter and canopy constructed in accordance with the invention.

Figure 2 is a front elevational view.

Figure 3 is a sectional side view taken along line 3—3 of Fig. 1.

Figure 4 is a section and is taken along line 4—4 of Fig. 3.

Similar reference characters represent similar parts in the several figures.

Referring now particularly to the drawings the combined gutter and canopy comprises a gutter **10**. The latter has a bottom **12**, front and rear panels **14—16** and side panels **18** and **20**. Rear panel **16** is not as long as front panel **14** and is connected to side panels **18** and **20** by panels **22**, **24**, **26** and **28**. Panels **16**, **24** and **26** form a reduced rear longitudinal gutter section while panels **14**, **18** and **20** form a longitudinal forward section. In other words, the gutter proper extends longitudinally from panel **18** to panel **20**, but at the rear it extends longitudinally from panel **24** to panel **26**. The upper edges of the gutter can be provided with flanged angle members such as **30**, **32**. These may be arranged completely around the gutter or adjacent the front and rear edges only. The gutter base or bottom **12** tapers inwardly and drain openings **33** are provided at each end.

Plates **34**, **36**, **38** and **40** are fastened to the front panel and short rear panels **22** and **28** adjacent the ends of the gutter. The plates are in spaced pairs and can be riveted or otherwise fastened to the gutter. The spaced pairs have alined openings for receiving rods **42**. These rods can be headed at **44** and a cotter pin provided at **46** for retaining the rods in position. Brackets **48** and **50** are pivotally connected to the rods **42**. These brackets comprise a vertical leg **52** and an angled leg **54**. At the lower end of leg **52** a cushion **56** of rubber or other material is provided. Brackets **48** and **50** can be pivoted up to a position substantially parallel with the gutter or swung downwardly in the position shown in Fig. 3.

Figures 1 and 3 illustrate the invention as employed with a railway car or similar vehicle. As seen in Fig. 1 the reduced or offset portion of the gutter is adapted to be received within the doorway opening **58** with plates **38** and **40** abutting the sides of the vehicle adjacent the doorway opening. The following structure is provided for retaining the gutters in such position. Straps **60** and **62** are fastened to angles **30**. These straps are of sufficient length to extend into the interior of the vehicle body with plates **38** and **40** abutting the exterior. Reference character **64** indicates the door track inside the body of the vehicle. Each strap is connected to a hanger **66**. Hanger **66** has a U-shaped or bight portion **68** which cooperates with the track, a vertical leg **70** and a horizontal flange **72**. T-head adjusting screw **74** is slidingly received in slot **76**. The screw extends through a second slot **78** provided in the strap **62**. Thus, there is adequate provision for adjustment of the hanger **66** to accommodate different thicknesses of car body construction. Thumb screws **80** are used for adjusting the gutter vertically when the hangers are engaged with the track. Preferably they are adjusted vertically until the straps **60** and **62** come in contact with the top of the door opening. Brackets **48** and **50** are extended vertically downward from plates **34**, **36**, **38** and **40** when the gutter is placed in position. The brackets will engage the side of the car body adjacent the door opening. Thus, with the hangers engaged with the track and the bracket cushions **56** abutting the sides of the vehicle the gutter will remain in position. However, it is obvious that it can easily be removed. Screws **74** can be headed at their ends as by peening to prevent loss of the wing nuts.

Angle members **84**, **86** are fastened to each end panel **18** and **20** and project upwardly above angles **30** and **32**. These angle members are positioned so as to have facing legs or flanges **90** at opposite ends of the gutters. Awning or canopy **88** is pivotally mounted in the facing flanges **90** by means of projections **92** extending outwardly from each side of the canopy frame **94**. The canopy frame may consist of welded tubular aluminum members. An aluminum or canvas sheet **96** can be fastened on top of the frame **94**. Of course, any suitable water resistant or impervious material can be used.

A tie bar **98** has flattened ends **100** and **102** connected to plate **40** and angle member **86** respectively. A similar tie bar is likewise positioned at the opposite end of the gutter. At its upper end each tie bar has an eye **104**. A similar eye **106** is fastened to the canopy frame. Chain **108** extends between these eyes at each end of the canopy and will limit the downward movement of the canopy. As seen in Fig. 3 when the gutter is installed the canopy will automatically adjust to the allowed or existing clearance between the vehicle and warehouse or platform with the upper edge resting against the adjacent building or platform. The lower edge of the canopy projects over the gutter, and rain and snow striking the canopy will run down into the gutter and outwardly of the sides thereof.

While I have shown and described a preferred form of my invention, it will be understood that variations in details of form may be made without departure from the invention as defined in the appended claims.

I claim:

1. A combined gutter and canopy comprising panels connected to form a gutter, a canopy pivotally connected to the gutter, a portion of said canopy overlying a portion of said gutter, said canopy being pivotal about an axis parallel the length of said gutter and projecting outwardly laterally of said gutter, means for mounting said gutter and canopy on a vehicle.

2. A combined gutter and canopy comprising means forming a gutter, a canopy pivotally connected to said gutter having an upper edge engageable with the side of a building structure a lower edge of said canopy overlying said gutter said canopy being pivotal about an axis parallel the length of said gutter.

3. A combined gutter and canopy comprising means forming a gutter, angle members connected at opposite ends of said gutter, a canopy pivotally connected to the angle members, said canopy comprising a generally impervious sheet of material, said canopy having an upper edge projecting outwardly of said gutter and a lower edge overlying said gutter said canopy being pivotal about an axis parallel the length of said gutter.

4. A combined gutter and canopy adapted to be partially inserted in door openings comprising panels connected to form a gutter having a longitudinal forward section and having a reduced rear longitudinal section of a length shorter than the longitudinal extent of said forward section, straps connected to said reduced rear section, hanger members connected to said straps and adapted to adjustably position said gutter in a vehicle doorway in cooperation with suitable attachments connected to said vehicle.

5. A combined gutter and canopy adapted to be partially inserted in door openings comprising panels connected to form a gutter having a longitudinal forward section and having a reduced rear longitudinal section of a length shorter than the longitudinal extent of the forward section, straps connected to said reduced rear section, hanger members connected to said straps and adapted to adjustably position said gutter in a vehicle doorway in cooperation with suitable attachments connected to said vehicle, a bracket pivotally connected to said gutter adjacent each end thereof and pivotal about an axis transverse of the length of said gutter to a vertical position with respect to said gutter, the brackets being engageable with the exterior of said vehicle body and being cooperable with said hangers to maintain said gutter in position on a vehicle.

6. A combined gutter and canopy adapted to be partially inserted in door openings comprising panels connected to form a gutter having a longitudinal forward section, a reduced rear longitudinal section of a length shorter than the longitudinal extent of the forward section of said gutter, straps connected to said reduced rear section, hanger members connected to the opposite end of said straps and adapted to adjustably connect said gutter in a vehicle doorway in cooperation with suitable attachments connected to said vehicle, said gutter having brackets pivotally connected to each end, said brackets being freely pivotal in a vertical plane and normally being positioned below said gutter and engageable against the sides of a vehicle doorway to cooperate with said hanger, a canopy pivotally connected to said gutter and pivotal outwardly of the forward section thereof and having an outer edge adapted to rest against a building, said canopy having an inner edge overlying said gutter for running off water striking said canopy from above into said gutter.

7. In connection with a vehicle having a doorway and a supporting means connected to said vehicle and positioned inside said doorway, a gutter comprising panels connected to form a gutter having a main longitudinal portion positioned outwardly of said doorway, and a reduced longitudinal portion of a length less than the longitudinal extent of said main portion received within said doorway and connecting means extending between said supporting means and said gutter for supporting the gutter, and brackets connected to said gutter and contacting the exterior of said vehicle body, said brackets cooperating with the last named means to maintain said gutter in position.

8. In combination with a vehicle having a doorway and supporting means positioned inside said doorway, a gutter comprising panels connected to form a gutter having a main longitudinal portion positioned outwardly of said doorway, and a reduced longitudinal portion of a length less than the longitudinal extent of said main portion received within said doorway, connecting means extending between said supporting means and said gutter for supporting said gutter, brackets connected to said gutter and contacting the exterior of said vehicle body, said brackets cooperating with the last named means to maintain said gutter in position, and a canopy connected to said gutter and having an outer end movable to lie on a building structure adjacent said vehicle, said canopy having an inner end positioned over said gutter.

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