

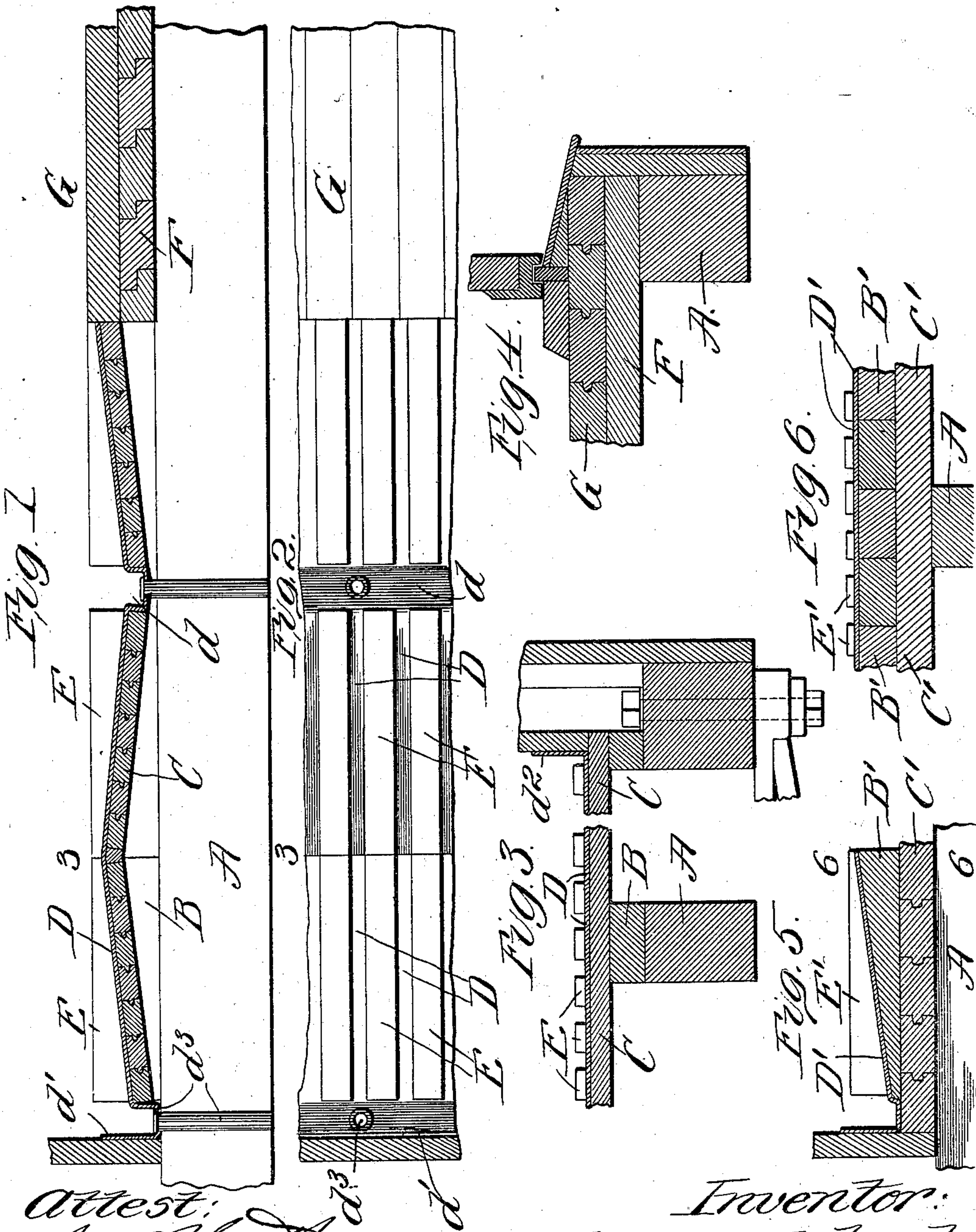
No. 656,448.

Patented Aug. 21, 1900.

T. EUBANK.
BAGGAGE CAR FLOOR.

(Application filed May 14, 1900.)

(No Model.)



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UNITED STATES PATENT OFFICE.

THOMAS EUBANK, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE AMERICAN CAR AND FOUNDRY COMPANY, OF SAME PLACE.

BAGGAGE-CAR FLOOR.

SPECIFICATION forming part of Letters Patent No. 656,448, dated August 21, 1900.

Application filed May 14, 1900. Serial No. 16,608. (No model.)

To all whom it may concern:

Be it known that I, THOMAS EUBANK, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Improvement in Baggage-Car Floors, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a longitudinal vertical sectional view through my improved car-floor. Fig. 2 is a top plan view of a portion of said floor. Fig. 3 is a cross-sectional view on line 3 3, Fig. 1. Fig. 4 is a cross-sectional view on line 4 4, Fig. 1. Fig. 5 is a longitudinal vertical sectional view of a modified form of my improved floor; and Fig. 6 is a cross-sectional view on line 6 6, Fig. 5.

This invention relates to a new and useful improvement in car-floors designed especially for use in connection with baggage or express cars where mixed freight is handled, packages being frequently shipped containing ice to preserve the contents of said packages.

It is the object of this invention to provide a solid subfloor, over which is arranged sheet metal, said subfloor of sheet metal being inclined to carry the water to suitable troughs, from which lead down-spouts. The top floor is preferably in the form of slats arranged parallel with the direction of inclination of the subfloor and its metallic covering.

With this object in view the invention consists in the construction, arrangement, and combination of the several parts, all as will hereinafter be described and afterward pointed out in the claims.

In the drawings, A indicates the sills of a car-frame, upon which are arranged wedge-shaped shims B, said shims being preferably the width of the sills, except upon the side sills, where they are reduced in width to accommodate the usual posts carried by said side sills. These shims, as shown in Fig. 1, are arranged back to back and point to point, and a suitable tongue-and-grooved flooring C is nailed or otherwise secured on top of the shims.

D indicates sheet metal which is arranged

on top of the inclined flooring C, said metal being formed with troughs d at the lowest point of the flooring or where said flooring most nearly approaches the sills, a board or boards being omitted in the flooring to provide a space for these troughs. At the end of the car a metallic covering is bent up, as at d' , said upwardly-extending flanges continuing around the side walls, as at d'' . (See Fig. 3.)

E indicates a slatted upper floor corresponding in shape to the shims B, except that they are narrower, said slats being arranged on the metallic covering D and disposed longitudinally, a small space being left between them. The upper faces of the slats are arranged substantially on a horizontal plane, and in length they coincide with the length of the inclination of the inclined portions of the flooring C.

This improved floor is preferably arranged at the ends of the baggage or express car, the middle portion thereof being formed of planks arranged as shown in Figs. 1 and 4—that is, there is the usual ship-lap subfloor F, whose boards are arranged transversely the car, while the top flooring G preferably consists of tongue-and-grooved material arranged longitudinally the car. It will of course be understood that the inclination of the water-shedding portions of the floor shown in Fig. 1 are greatly exaggerated, the length of the car being considerably shortened for the purpose of illustration. In actual practice the inclined portions form panels about eight feet in length, having a pitch of about one-quarter of an inch to the foot. The sheet-metal covering D is of sufficient thickness to stand the wear to which it is subjected, and the slats are about two inches wide, with an inch of space between.

It will be obvious from the above description that any water dripping from freight carried will be conducted down into the troughs d , whence the water will escape through the down-spouts d'' . The subflooring and framework of the car are absolutely protected from moisture, and a longer life to the structure is thus insured.

Heretofore the “fish-floors,” as these slatted structures are sometimes called, have been used in baggage-cars; but no effective means have been provided for protecting the sub-

structure from absorbing moisture and rotting. Furthermore, where wood is exposed to drippings from fish-barrels unless it can be flushed out and cleansed the stench arising is not only disagreeable, but frequently unhealthy to those whose occupations necessitate their presence in the car. In the structures now in use the slats are in the form of frames and elevated above the floor of the car, a cleat being secured to the floor to hold the slatted frames in place. It is therefore necessary in handling freight to lift it over this cleat to reach the slatted frame. In my present construction it will be noticed that the slatted portions of the floor are on a level with the solid floor.

In Figs. 5 and 6 I have shown a construction wherein the floor boards or decking are arranged directly upon the sills, as is usually employed in ordinary car construction, and upon this floor I arrange the shims b' , placing said shims close together to form a solid foundation for the sheet-metal covering D' , as shown in Fig. 6. The slats E' are employed as before described. By employing the arrangement shown in Figs. 5 and 6 it is possible to use my improved flooring in old cars provided with the usual flooring.

I am aware that minor changes in the arrangement, construction, and combination of the several parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination with an inclined sub-floor, of a sheet-metal covering therefor, and slats arranged on said sheet-metal covering, said slats being wedge-shaped and disposed longitudinally the incline, whereby their upper edges present substantially a horizontal tread; substantially as described. 40

2. The combination with an inclined sub-floor, of a sheet-metal covering therefor provided with troughs at the bases of the inclinations, and slats arranged on said covering; substantially as described. 45

3. The combination with wedge-shaped shims, of a flooring, a metallic covering, and wedge-shaped slats arranged on said metallic covering; substantially as described. 50

4. The combination with wedge-shaped shims, of a flooring, a metallic covering formed with troughs, said covering being bent up at the end and side walls of the car, wedge-shaped slats arranged on said covering, and down-spouts leading from said troughs; substantially as described. 55

5. In a car, the combination with the double flooring $F\ G$ arranged in the middle portion of the car, of inclined floor-panels arranged at the ends of the car, a sheet-metal covering for said inclined panels, and slats arranged on said inclined panels; substantially as described. 60

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 12th day of May, 1900.

THOMAS EUBANK.

Witnesses:

WM. H. SCOTT,
F. R. CORNWALL.