

No. 688,729.

Patented Dec. 10, 1901.

E. HAAS.
SHIPPING RAILWAY CAR.
(Application filed Sept. 30, 1901.)

(No Model.)

2 Sheets—Sheet 1.

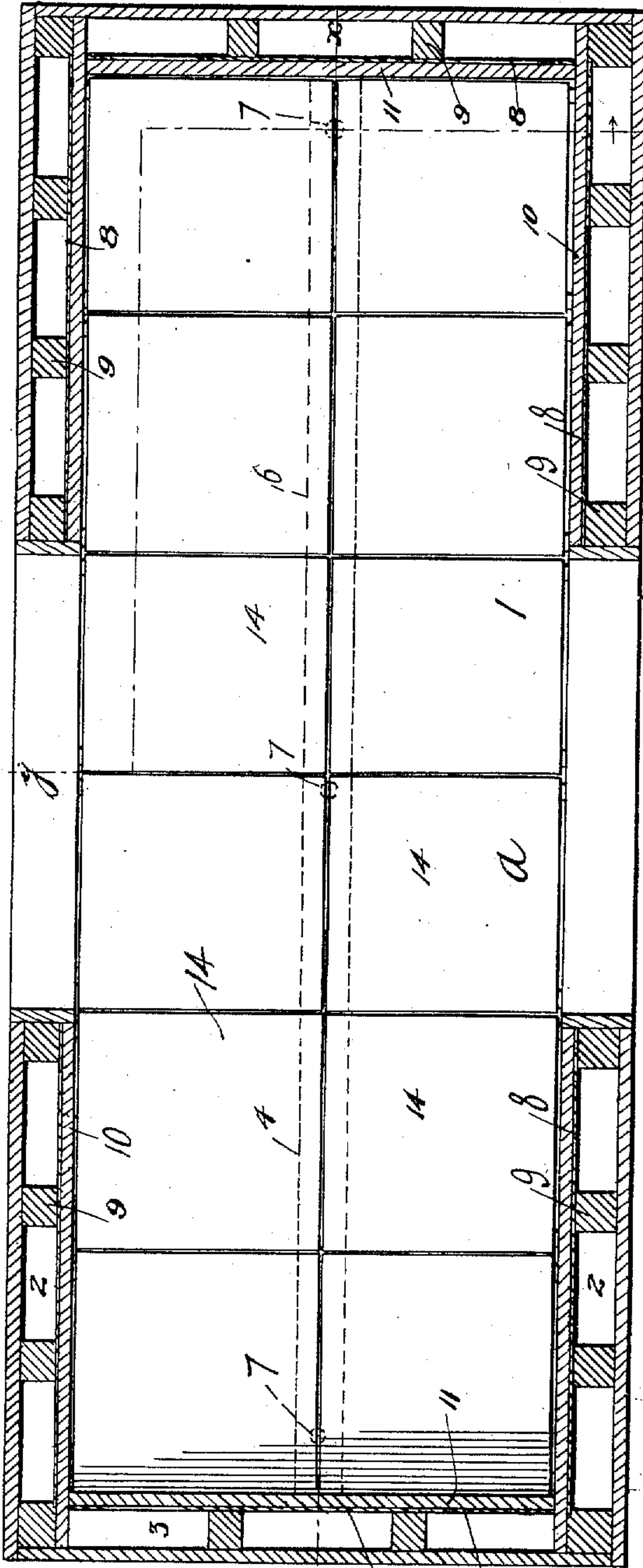


Fig. 1.

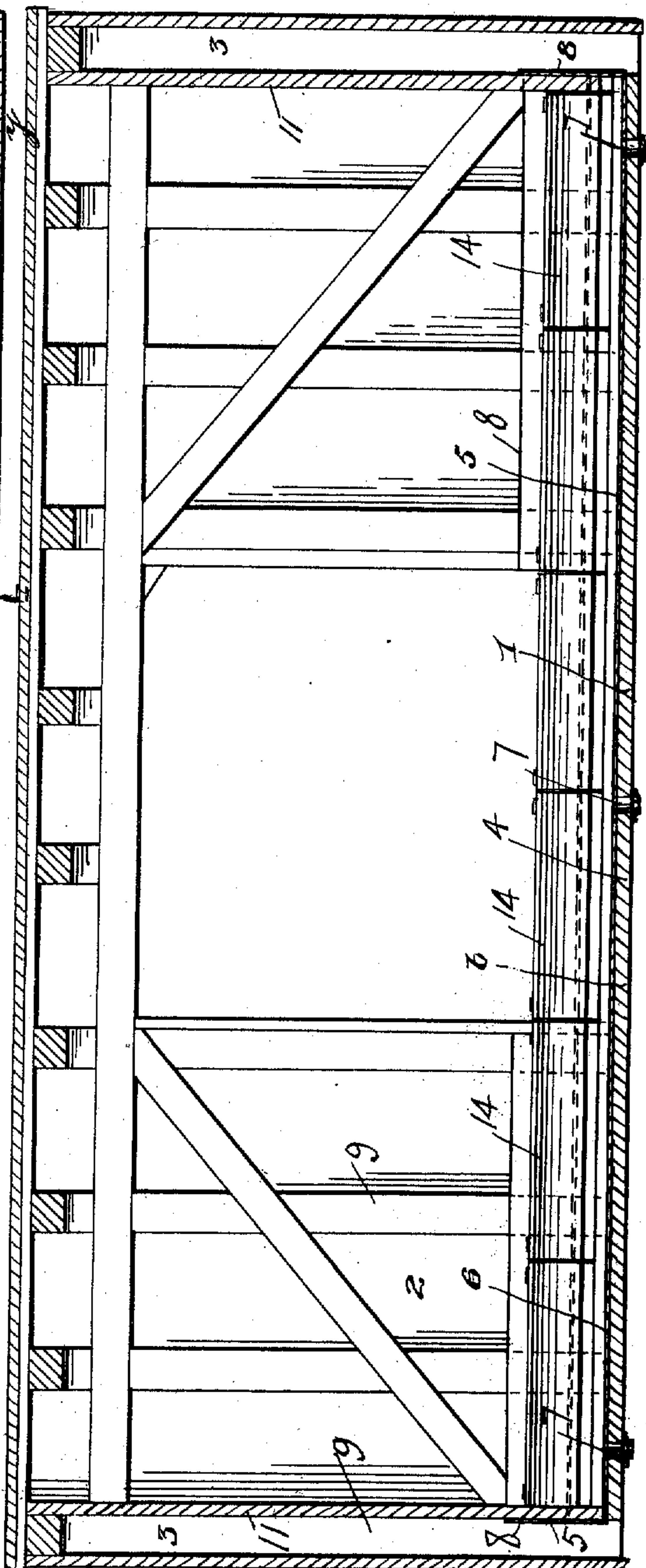


Fig. 2.

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2 Sheets—Sheet 2.

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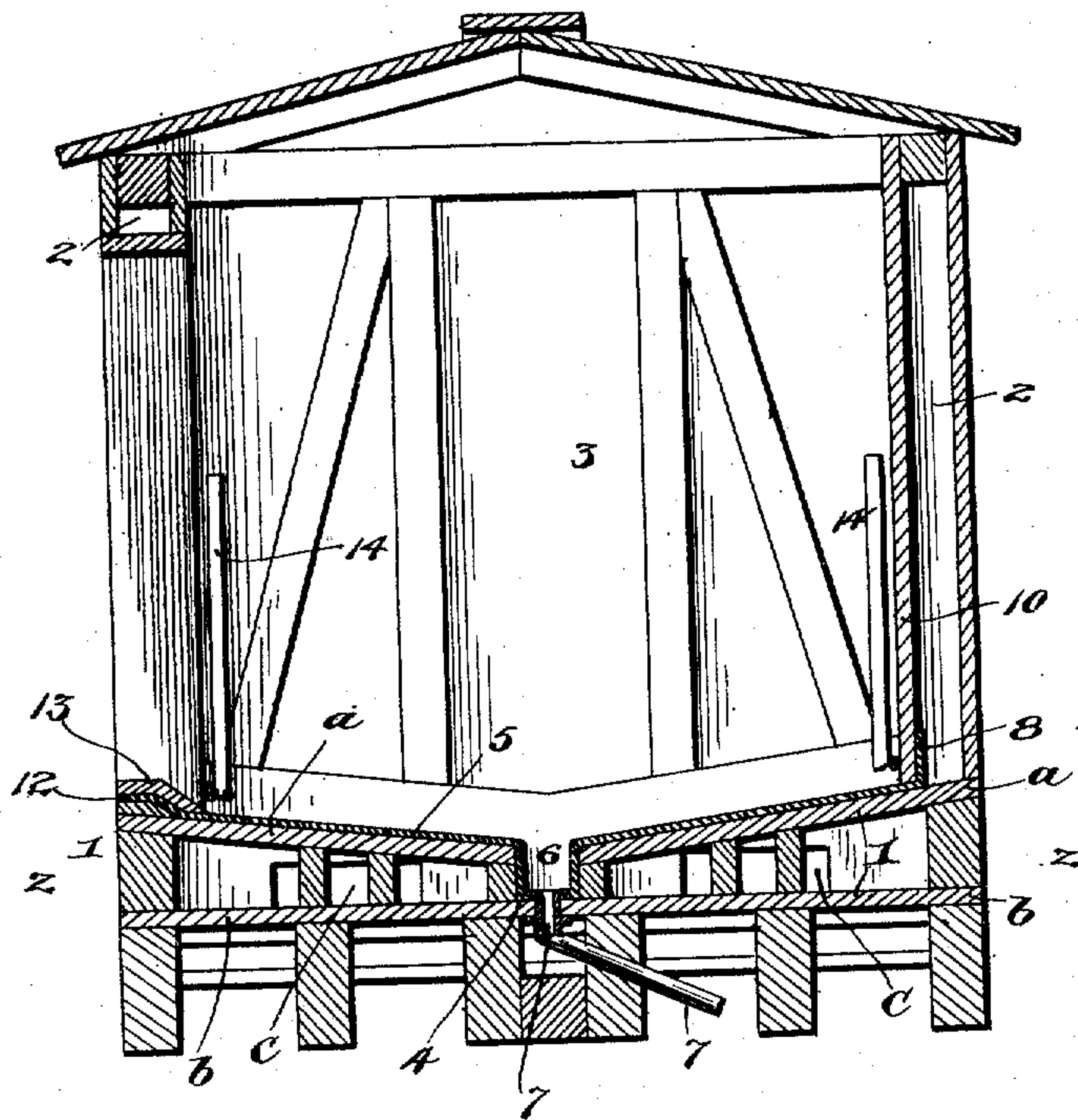


Fig. 3.

Fig. 4.

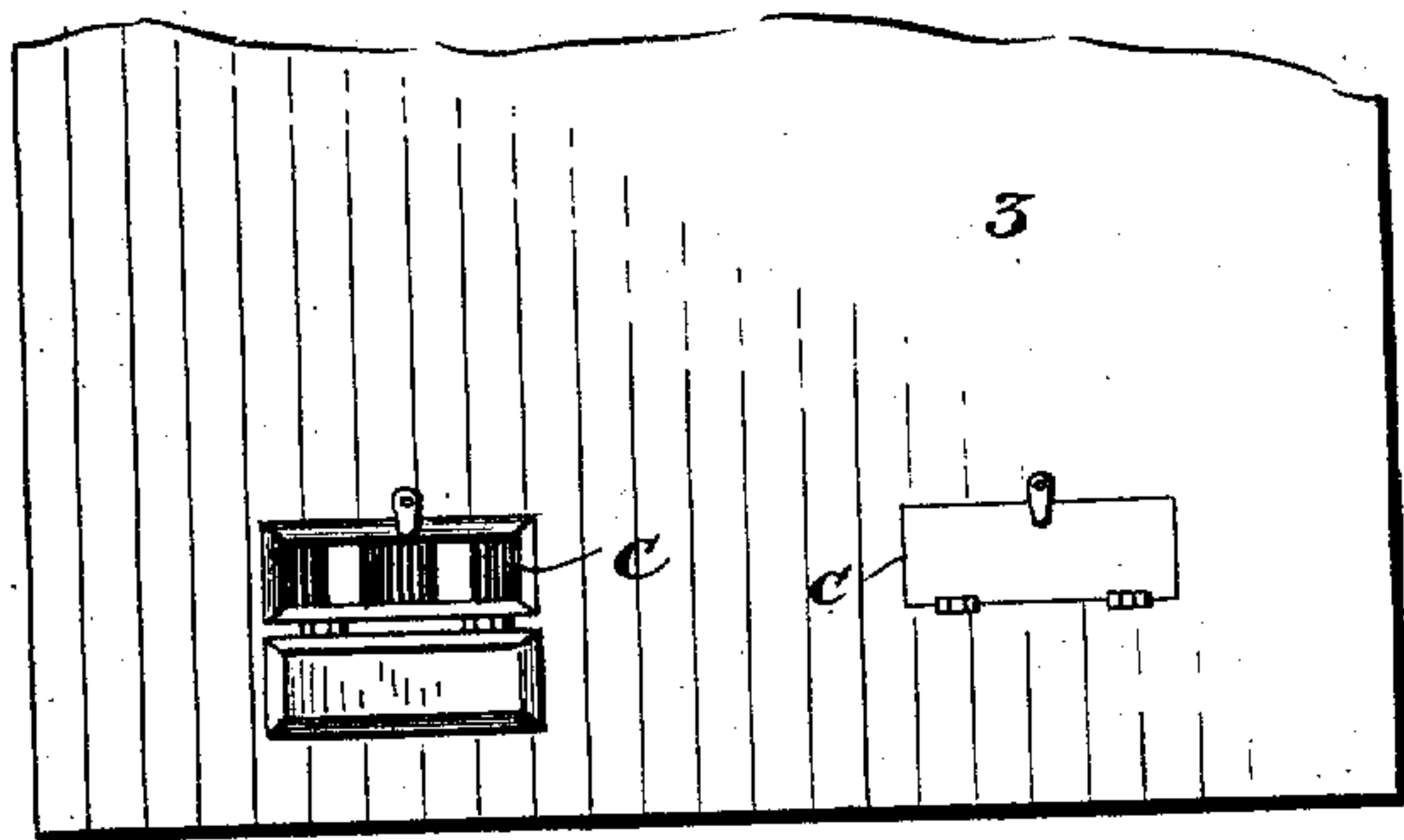
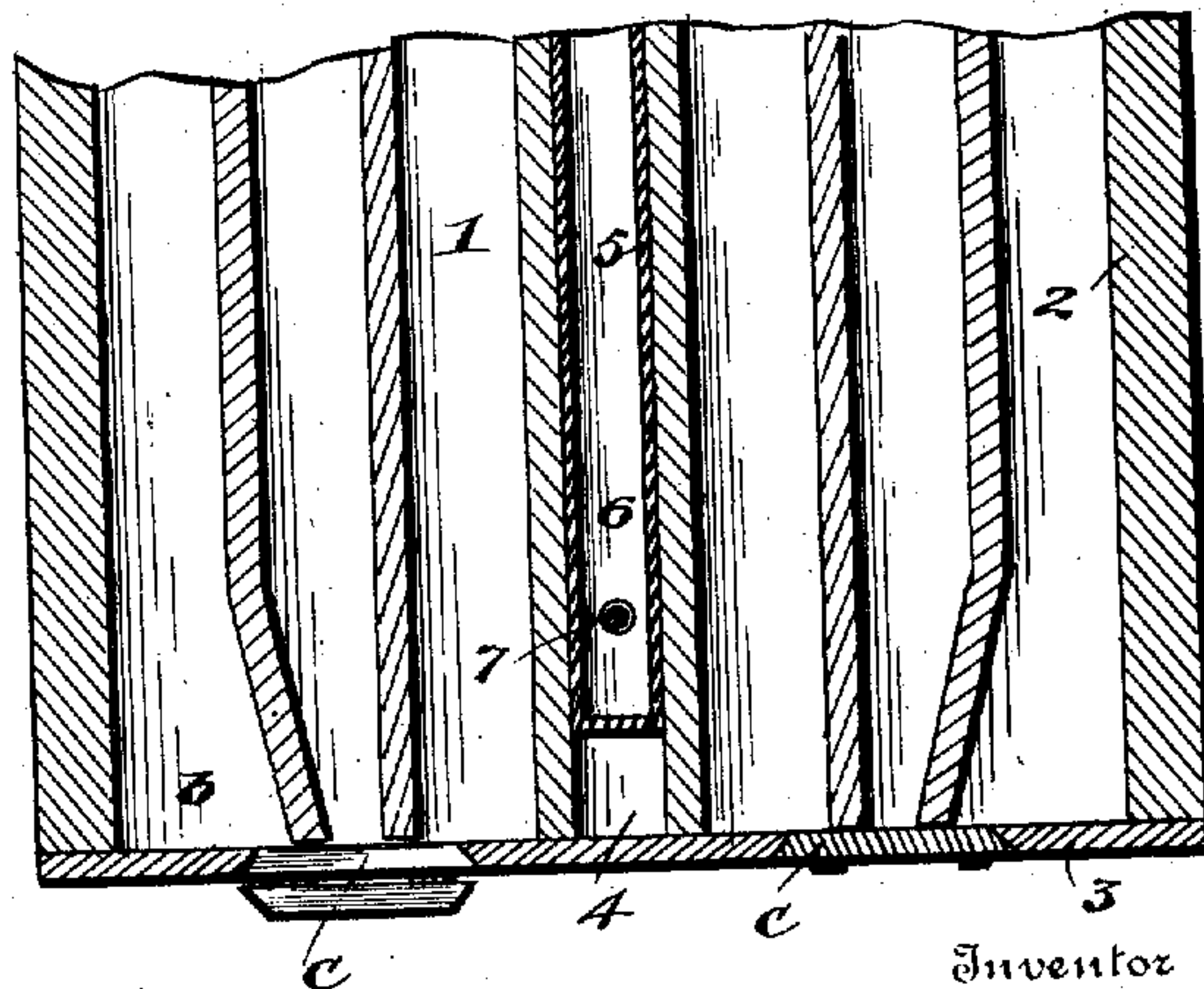


Fig. 5.



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UNITED STATES PATENT OFFICE.

EDWARD HAAS, OF SAN ANTONIO, TEXAS.

SHIPPING RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 688,729, dated December 10, 1901.

Application filed September 30, 1901. Serial No. 77,021. (No model.)

To all whom it may concern:

Be it known that I, EDWARD HAAS, a citizen of the United States, residing at San Antonio, in the county of Bexar and State of Texas, have invented certain new and useful Improvements in Shipping Railway-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to shipping railway-cars, and more particularly to cars designed for the hauling of ice, barrels, and kegs.

The object of the invention is to provide a car of this character with a metal floor interposed between the main floor of the car and a supplemental folding floor, said metal floor being provided with a gutter for the purpose of carrying off water made by the melting of the ice, and being covered by a supplemental floor it will not be damaged by puncture due to the rough handling of kegs and barrels within the car.

With this and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, which will be hereinafter more fully described, and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a horizontal sectional view through the body of the car, illustrating my invention. Fig. 2 is a longitudinal vertical sectional view on line $x x$ of Fig. 1. Fig. 3 is a vertical cross-sectional view on line $y y$ of Fig. 1. Fig. 4 is a view of a fragment of the end of the car to illustrate one of the ventilators. Fig. 5 is a horizontal sectional view on line $z z$ of Fig. 3.

Referring to the drawings, 1 denotes the main floor of a car, which consists of two spaced-apart sections a and b , provided with ventilators c , if desired.

2 denotes the sides of the car, and 3 the ends thereof.

4 denotes a longitudinal groove formed in the upper section a of the floor of the car, and 5 denotes a sheet-metal lining which smoothly fits over the entire surface of the section a of the floor of the car and is provided with a central longitudinal trough 6, which fits the groove 4, and from this trough lead one or more outlet-pipes 7, which lead through the

several sections of the floor of the car and are designed to drain off water which is collected by the trough. This sheet-metal lining has its sides bent upwardly to form flanges 8, which rest against the studding 9 of the car and are confined between the inner walls 10 and 11 of the sides and ends of the car. At the door-openings in the sides of the car the edges of the sheet-metal lining are provided with outwardly-extending curved flanges 12, which are bent over and lie upon the sills of the doors and are held in place by the subsills 13. It will thus be seen that it will be impossible for any water to enter under the sides of the sheet-metal lining and rot out the floor of the car. To protect this sheet-metal lining and prevent it from being torn or punctured or otherwise damaged in loading and unloading the car with barrels, kegs, and cakes of ice, I provide a supplemental wooden floor, which consists of two longitudinal rows of floor-sections 14. The outer ends of said sections are hinged to the sides of the cars, and the inner ends of said sections are arranged adjacent to each other and directly over the trough in the metal lining. These sections when desired may be swung upwardly for the purpose of cleaning, painting, or repairing the sheet-metal lining or for ventilating the same and when in position will effectually prevent damage to the sheet-metal lining by the movement of the barrels, kegs, &c., contained in the car.

From the foregoing description, taken in connection with the accompanying drawings, the construction, mode of operation, and advantages of my invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and details of construction may be made within the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

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

1. In a car of the character described, the combination with the car-floor, having a longitudinal groove, of a sheet-metal lining entirely covering said floor and provided with a drain-trough which is located in said groove,

and a hinged floor covering said sheet-metal lining, substantially as set forth.

2. In a car of the character described, the combination with the car-floor, having a longitudinal groove, of a sheet-metal lining entirely covering said floor and provided with a drain-trough which is located in said groove, and a hinged floor covering said sheet-metal lining, said floor consisting of hinged sections, substantially as set forth.

3. In a car of the character described, the combination with the car-floor, having a longitudinal groove, of a sheet-metal lining entirely covering said floor and provided with a drain-trough which is located in said groove, and a hinged floor covering said sheet-metal lining, said floor consisting of two rows of floor-sections, the outer ends of which are hinged to the sides of the car and the inner ends of which lie adjacent to each other and project over said trough, substantially as set forth.

4. In a car of the character described, the

combination with the car-floor, having a longitudinal groove, of a sheet-metal lining entirely covering said floor and provided with a drain-trough which is located in said groove, and having upwardly-projecting side flanges adapted to rest against the studding of the car at its sides and ends and having outwardly-projecting flanges to rest over the door-sills of the car, and a hinged floor covering said sheet-metal lining, said floor consisting of two rows of floor-sections, the outer ends of which are hinged to the sides of the car and the inner ends of which lie adjacent to each other and project over said trough, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

EDWARD HAAS.

Witnesses:

BERNARDINA MENDER,
W. A. MENDER.