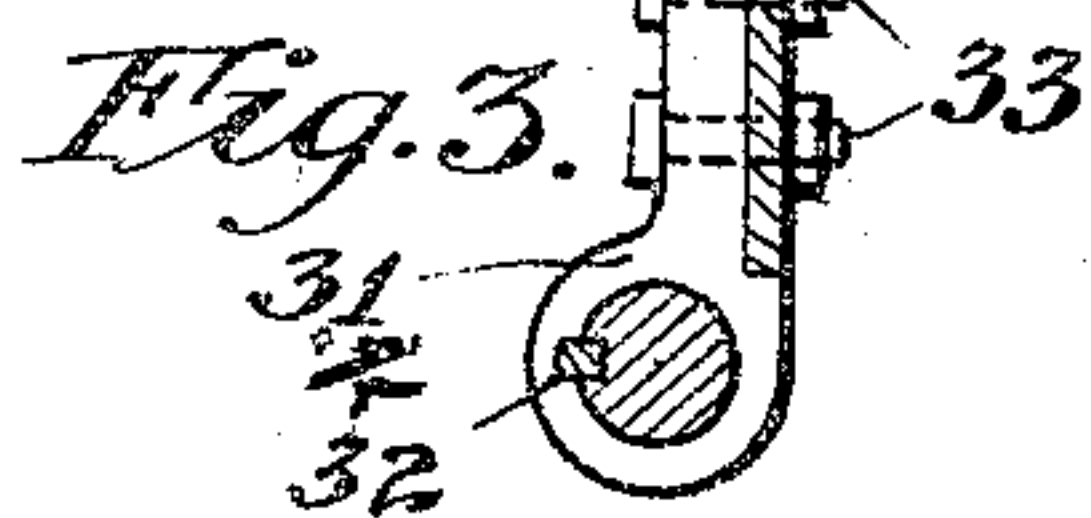
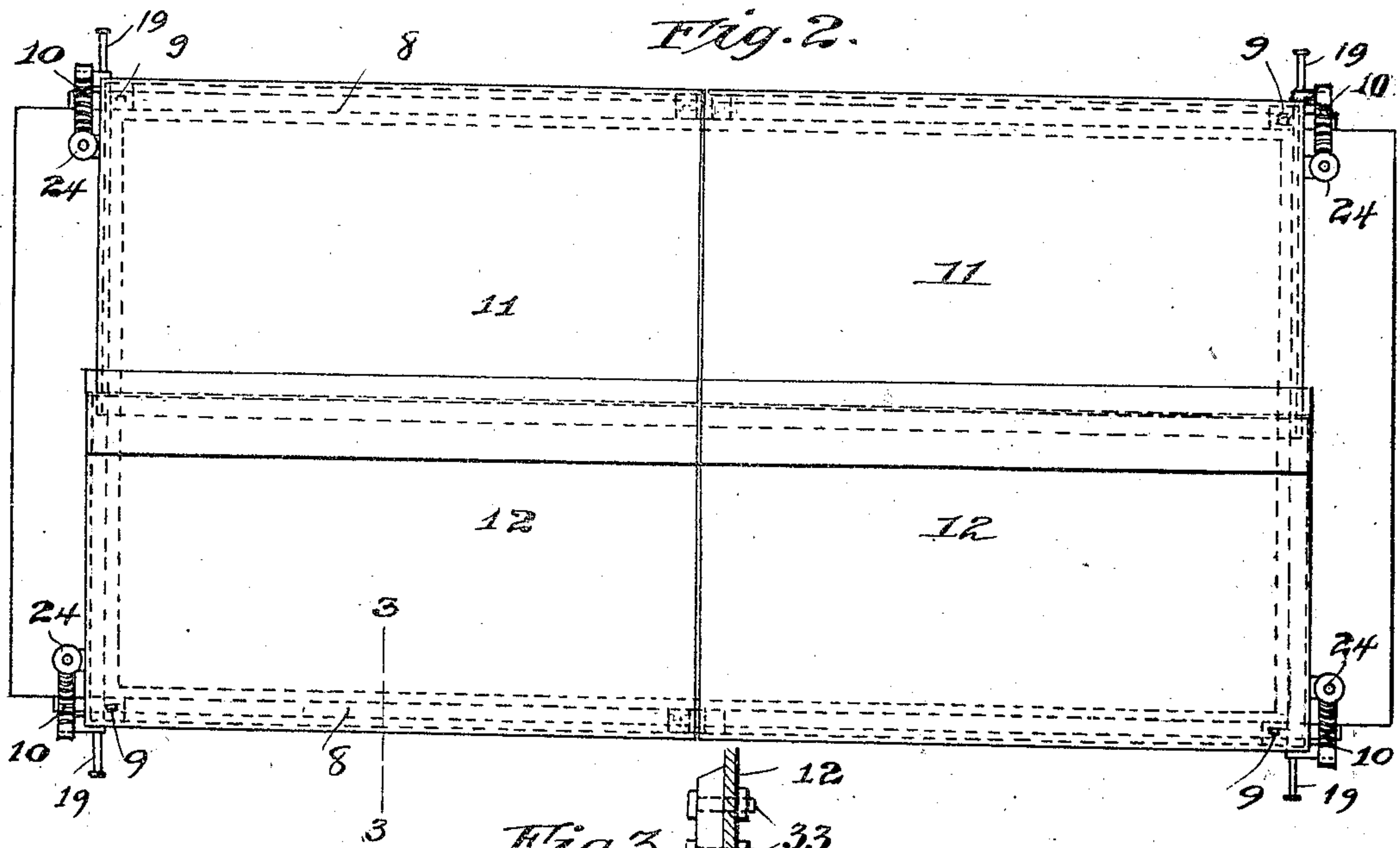
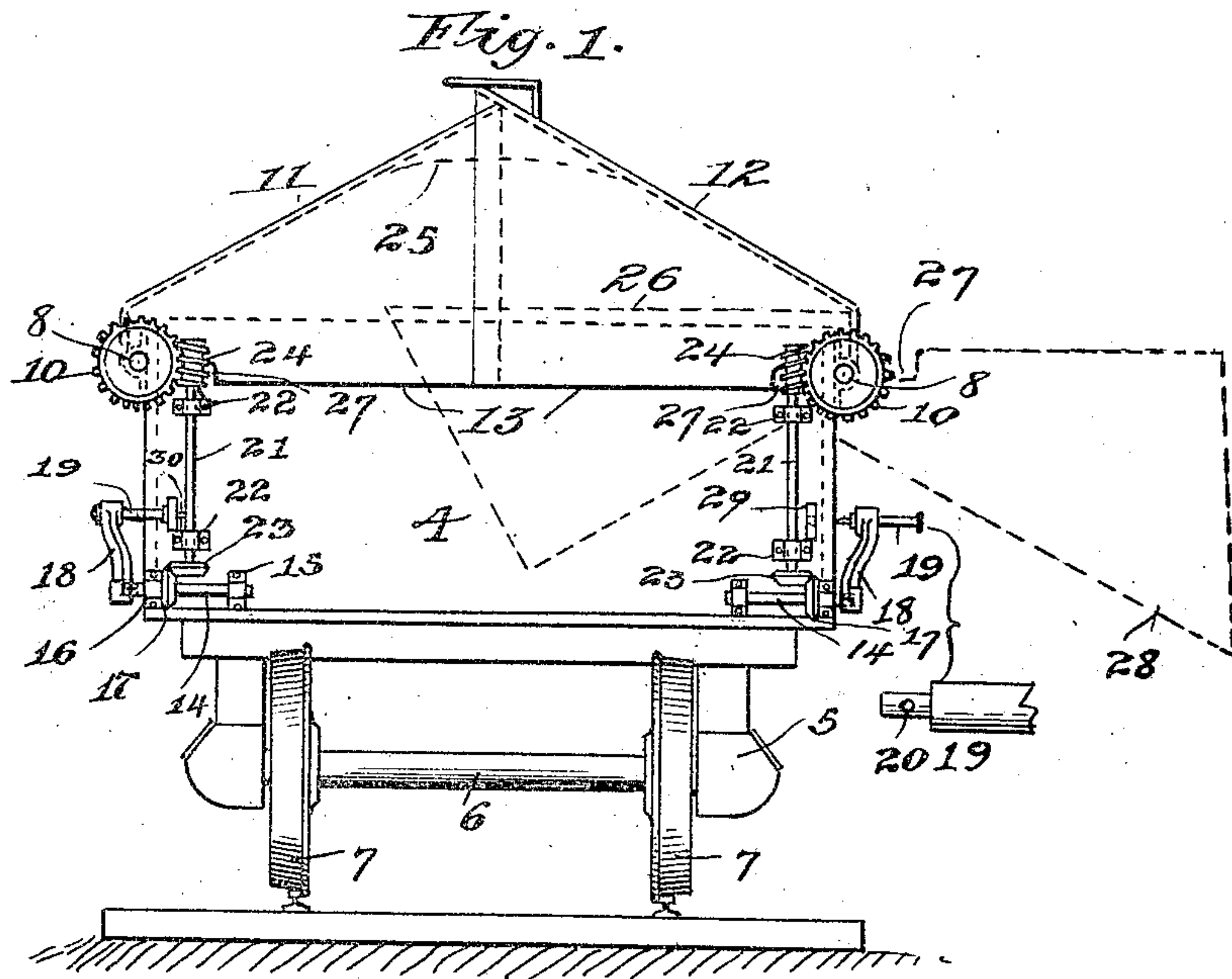


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PATENTED APR. 9, 1907.

G. A. HEIMBUCHER.
COVER FOR RAILWAY CARS.
APPLICATION FILED JAN. 2, 1907



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UNITED STATES PATENT OFFICE.

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COVER FOR RAILWAY-CARS.

No. 849,756.

Specification of Letters Patent.

Patented April 9, 1907.

Application filed January 2, 1907. Serial No. 350,395.

To all whom it may concern:

Be it known that I, GOTTLIEB A. HEIMBUCHER, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Covers for Railway-Cars, of which the following is a specification.

My invention pertains to a folding top or cover to be used upon railway-cars, and has for one of its objects the prevention of stealing goods within the car while it is in transit, as well as preventing the shaking of coal or the like free from the car when in motion, a further object being in making the cover so adjustable that when used upon the type of car that is not provided with hopper sides the covers may be thrown to the side of the car and form a hopper.

Another advantage is in the means for detecting whether or not the covers have been removed or thrown back while the car is in transit, and this is accomplished by providing seal means in connection with the crank or covers, so that if the covers are displaced the seal will first have to be broken.

In the accompanying drawings, Figure 1 is an end elevational view of my device as applied to a car. Fig. 2 is a top plan view of my device applied to a car, and Fig. 3 is a horizontal section on the line 3-3 of Fig. 2.

Referring now more particularly to the drawings, 4 represents the ordinary car-body, to which is attached the truck 5, in which the axle 6 is journaled that carries the wheels 7. Secured to the sides of the car and running longitudinally thereof are four pivot-pins 8, the pivot-pins being journaled in the journal-bearings 9 at each end thereof, which are secured to the car-body. Each pivot-pin is provided with a gear 10, so as to afford independent rotation, and to each pivot-pin is secured a section of a cover, there being shown herein four sections to form the complete cover. Two of the sections 11 are identical in form, while the two sections 12, attached to the opposite side of the car from which the sections 11 are attached, are slightly wider than the covers 11, so that one set of covers will overlap the other set when an apex is formed, such as shown in Fig. 1, in order to prevent water or the like from falling or dropping through the slot that would be formed at the juncture of two covers of equal

length. At one end of each cover I provide a downwardly-projecting flange 13 to inclose the ends of the car when the covers are in an angular closed position, as shown in Fig. 1. Secured to each corner of the car, near the bottom thereof, is a shaft 14, that is suitably journaled at 15 and 16, it being provided with the bevel gear-wheel 17 and is adapted to be rotated by means of a crank 18, secured thereto in any suitable manner, the crank having a handle 19 slidably mounted therethrough and one end of the handle being provided with an eye 20, the purpose of which will hereinafter be described. Vertically disposed on the car-body, at each corner thereof, is a shaft 21, that is suitably journaled, as shown at 22, the lower end of which carries a bevel-gear 23, intermeshing with the bevel-gear 17, and the upper end of the shaft is provided with a worm-gear 24, that intermeshes with the gears 10, there being in the preferred form four independent gears 10, adapted to be rotated, and two gears 10 at each end of the car where the four-section cover construction is employed.

When the car is to be filled with goods, the covers are thrown out to the sides thereof, as shown by the broken lines at the right-hand side of Fig. 1, and the contents may be readily placed within the car. If the contents form a mound therein, the covers are angularly placed over the mound, as shown in Fig. 1, (the form that the goods assume being shown by the broken lines 25;) but if the goods therein assume a position that is practically level with the top of the car the covers may be let down and assume a horizontal position, as shown by the broken lines 26 in Fig. 1, and to allow the covers to be moved into this horizontal position in the closed form I provide a notch 27 therein which permits the cover to fall below the upper bearings 22 of the vertical shaft 21. When the folding top is applied to a car of the type herein shown, that is not provided with hopper sides for removing the contents thereof, I have constructed the gear mechanism so as to be able to drop the covers to the side of the car, as shown in Fig. 1 by the broken lines 28, so as to make them form a hopper whereby coal or the like may be thrown upon the downwardly-deflected sides and discharged to the ground free from the track and into a vehicle or the like for removing the goods.

Referring now to the handle 19 and the eye 20 at one end thereof, I provide on the car-body a bracket 29 or the like, which has an aperture therein through which the end of the handle 19, carrying the eye 20 is adapted to pass, and a seal, as shown at 30, may be placed within the eye 20 in order that the crank may be prevented from being rotated unless the seal is broken, the seal being applied in the ordinary form after the car has been filled and the covers closed, when the handle is horizontally moved forward of the car-body and the eye 20 carried through the aperture in the bracket 29. The covers may be secured to the pivot-pins 8 in any of the well-known ways, and I have herein shown only a detailed method of securing the same, which consists of keying to the pivot-pins a series of hinge members 31, which are provided with a keyway registering with the keyway in the pivot-pins, in which a key 32 is inserted and prevents the hinge members from having a rotating movement relative to the pivot-pins. To these hinge members are secured the covers 11 and 12 by means of the bolts 33 or any other suitable means. In Fig. 2 it is to be noted that the covers 12 are slightly longer than the covers 11, which allows one to overlap the other.

It is obvious from the foregoing description that I do not limit myself to a folding top consisting of four sections, as the construction shown is only a preferred form, and it is obvious that a single cover will do as well as two covers, in so far as a single cover would serve to prevent the goods from being stolen, which is the principal object of my device. Nor do I limit myself to the specific mechanism shown for moving covers, as there are many forms of gears that might be employed accomplishing the adjustment of the same relative to the car-body, and

Therefore, without confining myself to the specific details of construction, I claim—

1. A railway-car provided with a sectional

top, pivot-pins running longitudinally of the car to which the sections are secured, a gear at one end of each pivot-pin, and means for independently rotating each gear, whereby the covers are adapted to cover or uncover the car, substantially as described.

2. A railway-car provided with a sectional top, pivot-pins mounted on the car-body to which said sections are rigidly secured, gears, one at one end of each pivot-pin, operating handles, and connections between said gears and operating-handles for independently rotating each gear, whereby the cover-sections are moved to cover or uncover the car, substantially as described.

3. A railway-car provided with a sectional top, pivot-pins mounted on the car-body to which said sections are secured, said pivot-pins being situated near the upper edge of said car-body, gears, one at one end of each pivot-pin, cranks for operating said gears located adjacent to the lower edge of said car-body, and connections between said gears and cranks whereby the cover-sections are moved to cover or uncover the car upon a movement of said cranks, substantially as described.

4. A railway-car provided with a sectional top, pivot-pins mounted on the car-body near its upper edge and to which the sections are rigidly secured, gears, one at one end of each of said pivot-pins, a crank for each gear situated adjacent to the lower edge of said car-body, connections between said cranks and gears for rotating the latter to cover or uncover the car, and cooperating means upon said car-body and crank for the application of a seal thereto whereby, when said covers are closed, they cannot be opened without breaking said seal, substantially as and for the purpose described.

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