E. WEINACHT.

PACKING CASE OR BOX FOR MOTOR CARS.

APPLICATION FILED FEB. 28, 1908.

919,798. **Patented Apr. 27, 1909.**

Fig. 1.

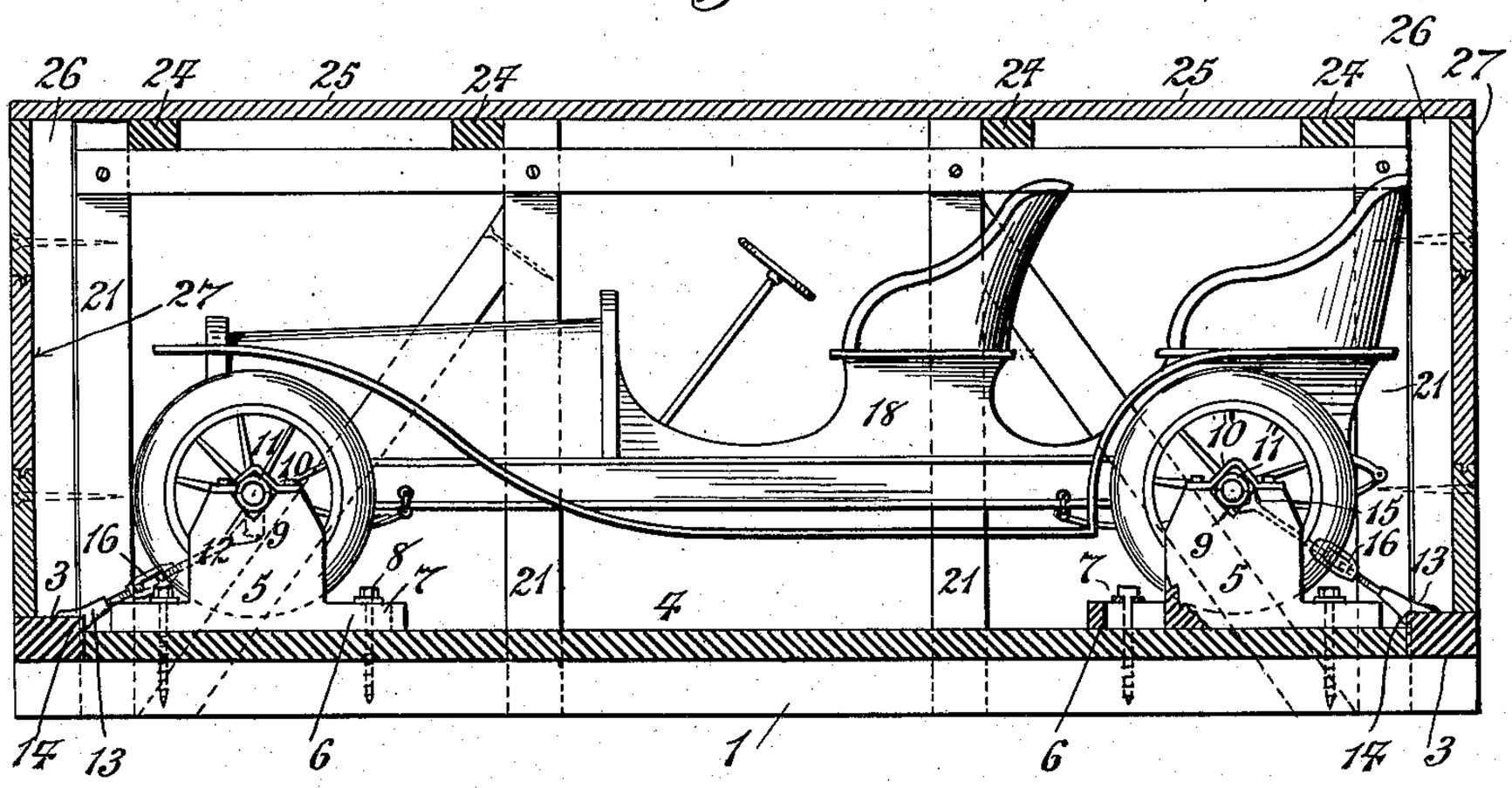
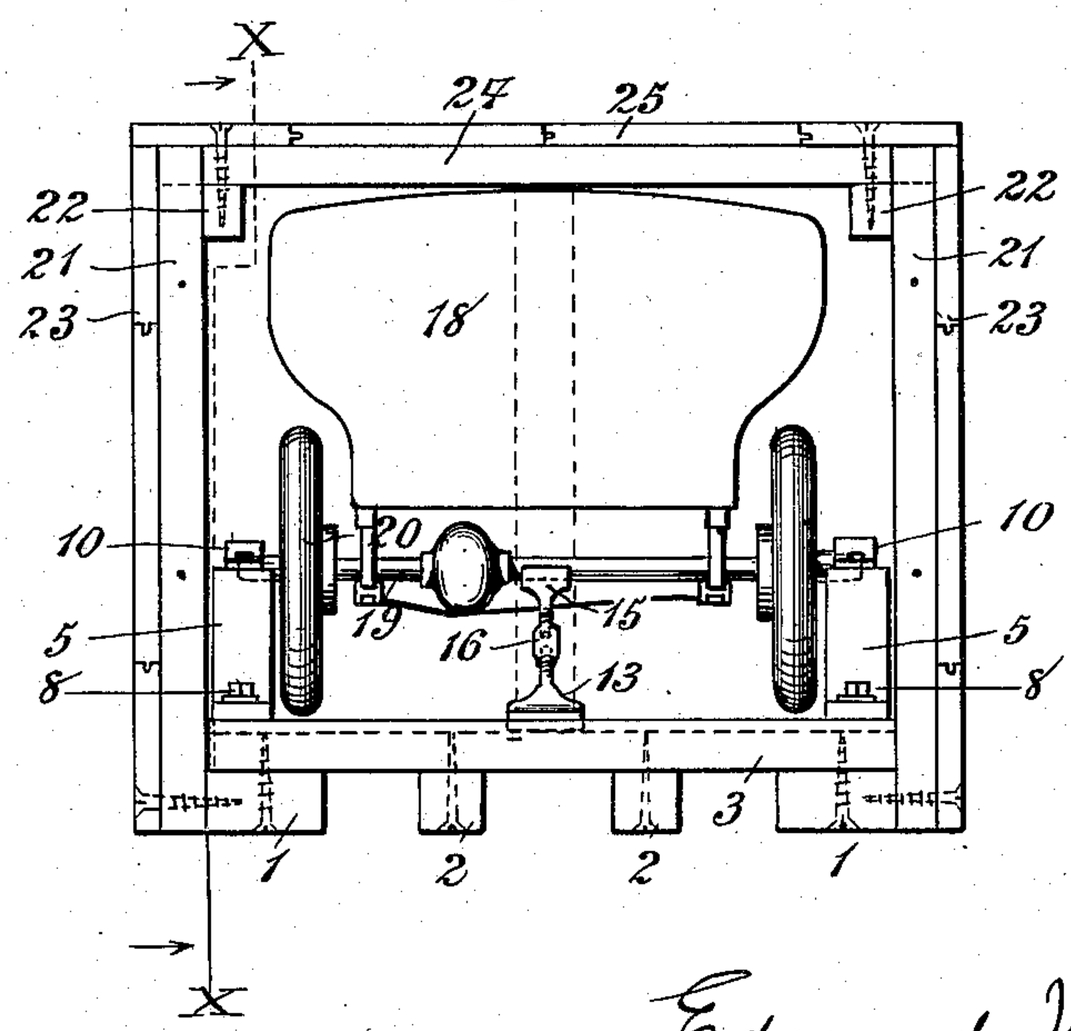


Fig. 2.



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EDWARD WEINACHT, OF ELIZABETH, NEW JERSEY.

PACKING CASE OR BOX FOR MOTOR-CARS.

No. 919,798. Specification of Letters Patent. Patented April 27, 1909.

Application filed February 28, 1908. Serial No. 418,406.

To all whom it may concern:

Be it known that I, EDWARD WEINACHT, a citizen of the United States, and resident of Elizabeth, county of Union, and State of New Jersey, have made a new and useful Invention in Packing Cases or Boxes for Motor-Cars, of which the following is a specification.

My invention is directed particularly to inclosing cases designed for use in the packing and shipment of motor vehicles, and it has for its object, to devise such a casing as will possess great strength and permit of the shipment of such vehicles from point to point without danger of damage thereto, or, to the pneumatic or equivalent flexible tires with which such vehicles are usually provided, and will be fully understood by referring to the accompanying drawings, in which,

Figure 1 is a longitudinal sectional view taken through my improved packing casing on the broken line X—X, Fig. 2, and as seen looking thereat from left to right in the direction of the arrows, a motor car being shown therein in side elevational view. Fig. 2 is an end elevational view as seen looking at Fig. 1 from right to left with one of the ends of the packing casing removed.

In the shipment of motor cars from point to point, it is important that the same be rigidly secured in a casing or on a base in such manner as to remove all possibility of strain upon the wheels thereof, and to avoid any damage whatever to the same either by reason of persons maliciously marring the body thereof or by careless handling on the part of the shippers, particularly where such cars are transported from one country to another on board vessels, the handling of such inclosed cars being often necessitated through the agency of cranes on the vessels or on the docks. It is also important in the transmission of vehicles of this type which are usually provided with pneumatic tires that the entire weight thereof be sustained by other means than the wheels and the tires themselves, and in the application of such means is found one of the essential features of my invention.

For a full and clear understanding of my invention such as will enable others skilled in the art to construct and use the same, reference is now had to the drawings in detail in which a rigid supporting base entire is illustrated as being constructed of strong longitudinal timbers 1, 1, 2, 2, and transverse end timbers 3, 3, with the flooring 4 secured thereto by screws or in any preferred manner.

Upon the flooring or the rigid base therefor and at each end thereof at the proper spaced distances to accommodate machines of different relative wheel bases are secured four strong standards 5, 5, having longitudinal end extensions or feet, 6, 6, provided with slots 7, 7, the arrangement being such that they may be adjustably secured directly to and through the flooring and the longitudinal timbers 1, 1 by detachable bolts 8, 8. The upper ends of these standards are notched or grooved, as shown at 9, 9, in such manner as to adapt them to receive the outer ends of the hubs of a car 18, and each is provided with a strong metal strap 10 adapted to be secured to the standard by bolts or screws after the hubs are in place, each hub being surrounded with one or more yielding cushions 11, 11, preferably of rubber, and the arrangement such that when the car is secured in place in the manner shown the tires of all four of the wheels of the car are out of contact with the flooring 4. After the car is thus secured one or more adjustable braces composed of two parts 12 and 13 fastened together at their adjacent ends by a turn buckle 16 and having stepped ends, as shown at 14, 15, are secured against the inner and upper faces of the transverse timbers 3, 3, and the front and rear axles 19 of the car, the turn buckles being rotated sufficiently to rigidly lock the car in position, as shown, with the tires 20 of the wheels out of contact with the floor, all of said parts thus constituting means for rigidly securing the car against movement upon the floor base.

21, 21 are vertical timbers and 22, 22, two longitudinal timbers secured thereto by screws, as shown, said parts being rigidly braced in the manner shown in Fig. 1 and constituting an individual frame to which the tongue and grooved planks of the siding 23 are secured. 24, 24, 24, 24, represent cross timbers to which the top 25 is rigidly secured and the two sides and tops are secured together by screws and to the longitudinal timbers 1, 1, in the manner shown. 26, 26 represent vertical timbers to which the ends 27, 27 of the casing are secured, all of these parts constituting respectively the sides, top and ends secured together and to the flooring preferably by screws, as shown, although the ends may, if preferred, be

hinged in each instance to one of the vertical timbers 21 so as to constitute doors and be provided at their edges with necessary padlocks for securing the same in such manner as to be accessible only to authorized persons.

I do not limit my invention to the especial details of construction shown in the drawings; as I believe it is broadly new with me to provide a motor car packing casing or box in which the car is rigidly detachably secured upon a rigid base through the agency of standards which support the same directly by its hubs and with the inflated tires out of contact with the flooring or base, and to combine therewith detachable sides, top and ends constituting the inclosing casing; or, if preferred, the sides and top may constitute a rigid part of the base and the ends may be detachable or hinged thereto as hereinbefore stated. I believe it is also new with me to combine with such a structural device adjustable end braces between the base or flooring and the axles of the car, the same acting in such manner as to rigidly secure it to the floor or base at a number of points, substantially as shown in the drawings.

It is obvious that for the shipment of motor cars on board railway cars the inclosing casing, embracing the top, sides and ends, may be done away with and the entire car covered with a tarpaulin in the ordinary way, the rigid base, supporting standards and braces constituting the means by which safe transportation is effected, and my claims include all such uses without relation to the described inclosing casing. I also contemplate locating the four standards 5, 5, upon the base in such manner that their upper ends may sustain the car by the outer ends of the axles, and I regard my invention as being of such scope as to include all such obvious means of support.

I am aware that a packing box has heretofore been devised for transporting carriages or light vehicles and of such a nature that the axles thereof are supported by four laterally adjustable standards secured to the bottom of the box, while the wheels are removed and secured to the inner walls of said box, and I make no claim hereinafter to include such a structural device, my invention being particularly directed to a novel packing casing or box of great strength for conveying heavy motor vehicles having flexible or inflated tires, and in such manner that it is not necessary to remove the wheels from the vehicles when the same are inclosed within the casing ready for transportation.

Having thus described my invention what I claim and desire to secure by Letters Patent of the United States is—

1. Means for transporting a motor car embracing a rigid base and four standards secured thereto, said standards being provided with means at their upper ends for sustaining the car by its hubs, and additional means for fixidly securing the hubs to the upper ends of the standards; together with adjustable braces adapted to brace the car in each direction from the opposite ends thereof, substantially as described.

2. Means for transporting a motor car embracing a rigid base and a flooring secured thereon; in combination with four standards provided with means at their upper ends for sustaining the car by its hubs, and additional means for securely binding the hubs to the upper ends of the standards, substantially as described.

3. Means for transporting a motor car embracing a rigid base and a flooring secured thereon; in combination with four standards adjustably secured to said flooring and base, the upper ends of said standards being provided with notches or grooves adapted to receive the hubs of the car; together with yielding means surrounding the hubs, and additional means for securing the yielding means and the hubs in position, substantially as described.

4. Means for transporting a motor car embracing a rigid base and standards secured thereto adapted to support the car by the hubs thereon; in combination with adjustable braces adapted to brace the car endwise between the axles and the base; together with detachable means adapted to secure the hubs in position in the upper ends of the standards, substantially as described.

5. Means for transporting a motor car embracing a rigid base and standards secured thereto adapted to support the car by the hubs thereon; in combination with adjustable braces adapted to brace the car endwise between the axles and the base; together with detachable means adapted to secure the hubs in position in the upper ends of the standards and an inclosing casing detachably secured to the base, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWARD WEINACHT.

Witnesses:
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