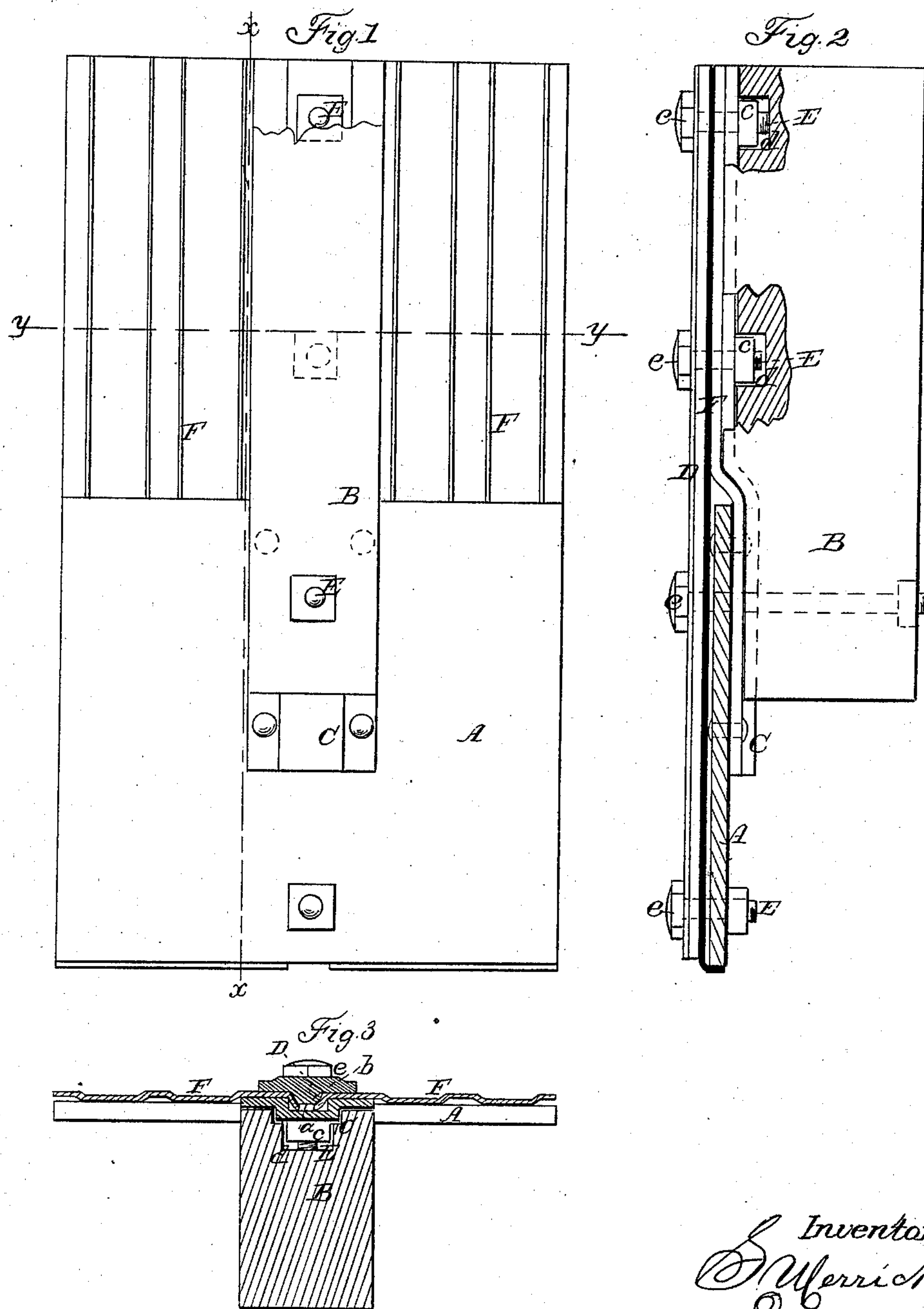


S. MERRICK.
Railway Car.

No. 58,448.

Patented Oct. 2, 1866.



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UNITED STATES PATENT OFFICE.

S. MERRICK, OF NEW BRIGHTON, PENNSYLVANIA.

IMPROVEMENT IN CONSTRUCTION OF IRON RAILROAD-CARS.

Specification forming part of Letters Patent No. 58,448, dated October 2, 1866.

To all whom it may concern:

Be it known that I, S. MERRICK, of New Brighton, Beaver county, State of Pennsylvania, have invented a new and useful Improvement in the Construction of Iron Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is an inner-side view of a portion of a railroad-car constructed according to my invention; Fig. 2, a vertical section of the same, taken in the line *x x*, Fig. 1; Fig. 3, a horizontal section of the same, taken in the line *y y*, Fig. 1.

Similar letters of reference indicate like parts.

This invention relates to a new and improved manner of connecting together and securing the panels to the car, as hereinafter fully shown and described, whereby the constructing of iron cars is greatly facilitated and the panels rendered capable of being readily removed for repairs when necessary, and peculiar advantages afforded for the finishing of the interior of the car.

A represents the sill-plate of the car, which may be of six (6) by one-fourth ($\frac{1}{4}$) inch iron, and B represents a wooden stanchion, which is secured at its lower end to the sill-plate A. Any proper number of these stanchions may be used and secured to the sill-plate at a suitable distance apart.

To these wooden stanchions B metal stanchions C are attached. These stanchions C are constructed of rolled metal, and they, with the wooden stanchions B, extend the whole height of the car with the exception of the places where the windows are inserted, at which places they are connected with the window-frames.

The metal stanchions C are rolled with a central longitudinal groove, *a*, as shown clearly in Fig. 3.

D represents metal stanchions, which are rolled with a longitudinal central rib, *b*, a trifle less in width than the groove *a* of the stanchions C, and the metal stanchions C D and the wooden stanchions B are secured together by bolts E, the nuts *c* of which are fitted in recesses *d* in the stanchions B, the heads *e* of the bolts being at the outer sides of the stanchions D, and made of square or polygonal form, so that they may be turned by means of a wrench, the nuts being held or prevented from turning in consequence of being fitted in the recesses in the stanchions. A part of the bolts clamps firmly the metal stanchions and panels, others, passing through metal and wood, securing the whole together.

The metal stanchions C D, in connection with the bolts E, form clamps to secure the panels F to the car. These panels are of sheet metal, of a suitable thickness, and they are bent at their edges so that they may fit within the grooves *a* of the stanchions C; and it will be seen that by screwing up the stanchions D the edges of the panels F will be firmly secured in position, and that the distance between the pairs of stanchions must correspond to the width of the panels.

The wooden stanchions B afford superior advantages for finishing up the interior of a car, and an iron car may, by this mode of construction, be manufactured at a moderate cost, and be strong and durable.

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

An iron railroad-car having its panels F secured in position by metal stanchions C D, provided respectively with a groove, *a*, and rib *b*, and connected together and to wooden stanchions B by bolts E, substantially as herein shown and described.

S. MERRICK.

Witnesses: -

CHAS. M. MERRICK,
JOSEPH DARLING.