

No. 690,559.

Patented Jan. 7, 1902.

L. T. CANFIELD.
METAL FREIGHT CAR.
(Application filed Nov. 9, 1901.)

(No Model.)

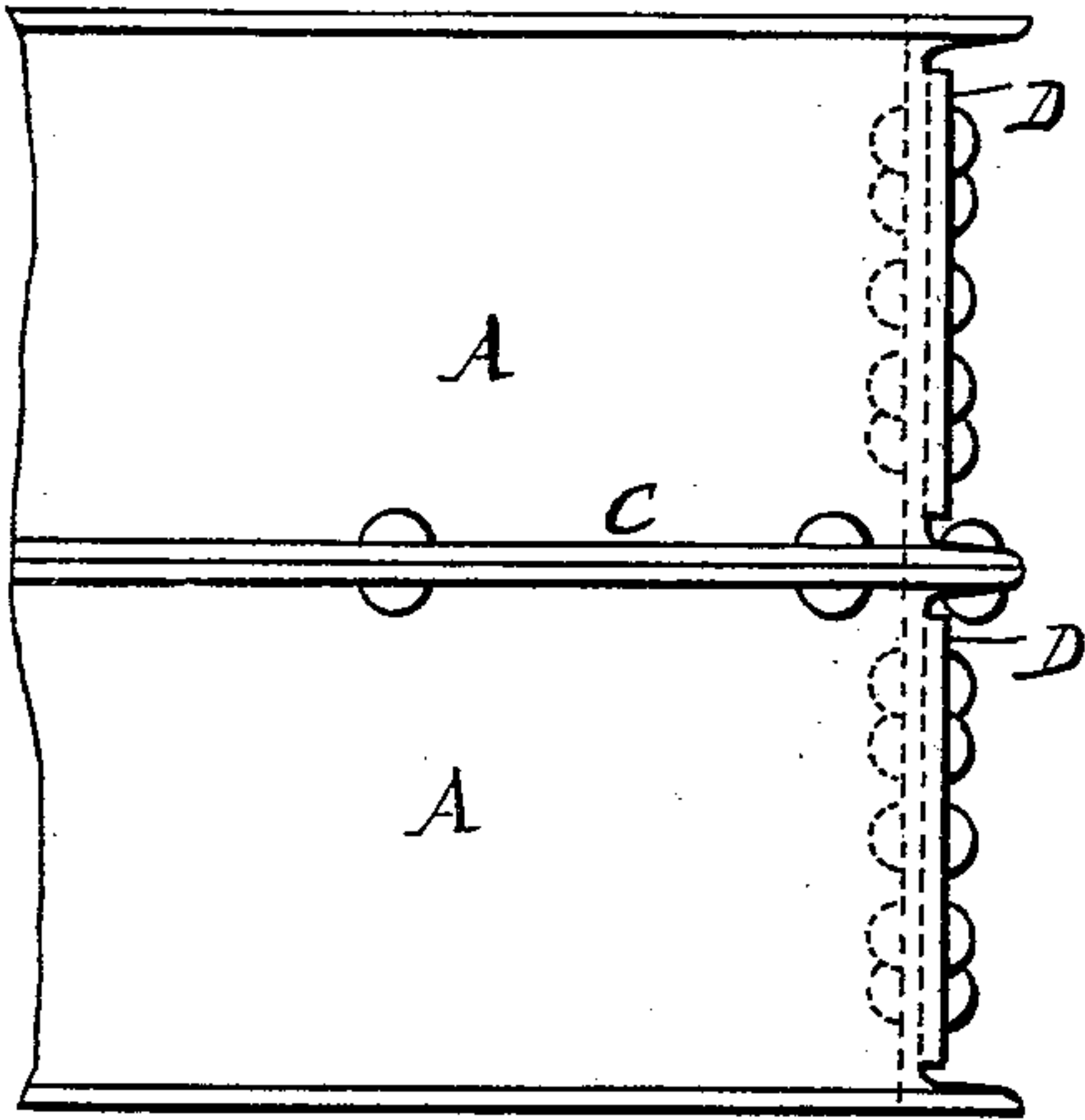


Fig: 1.

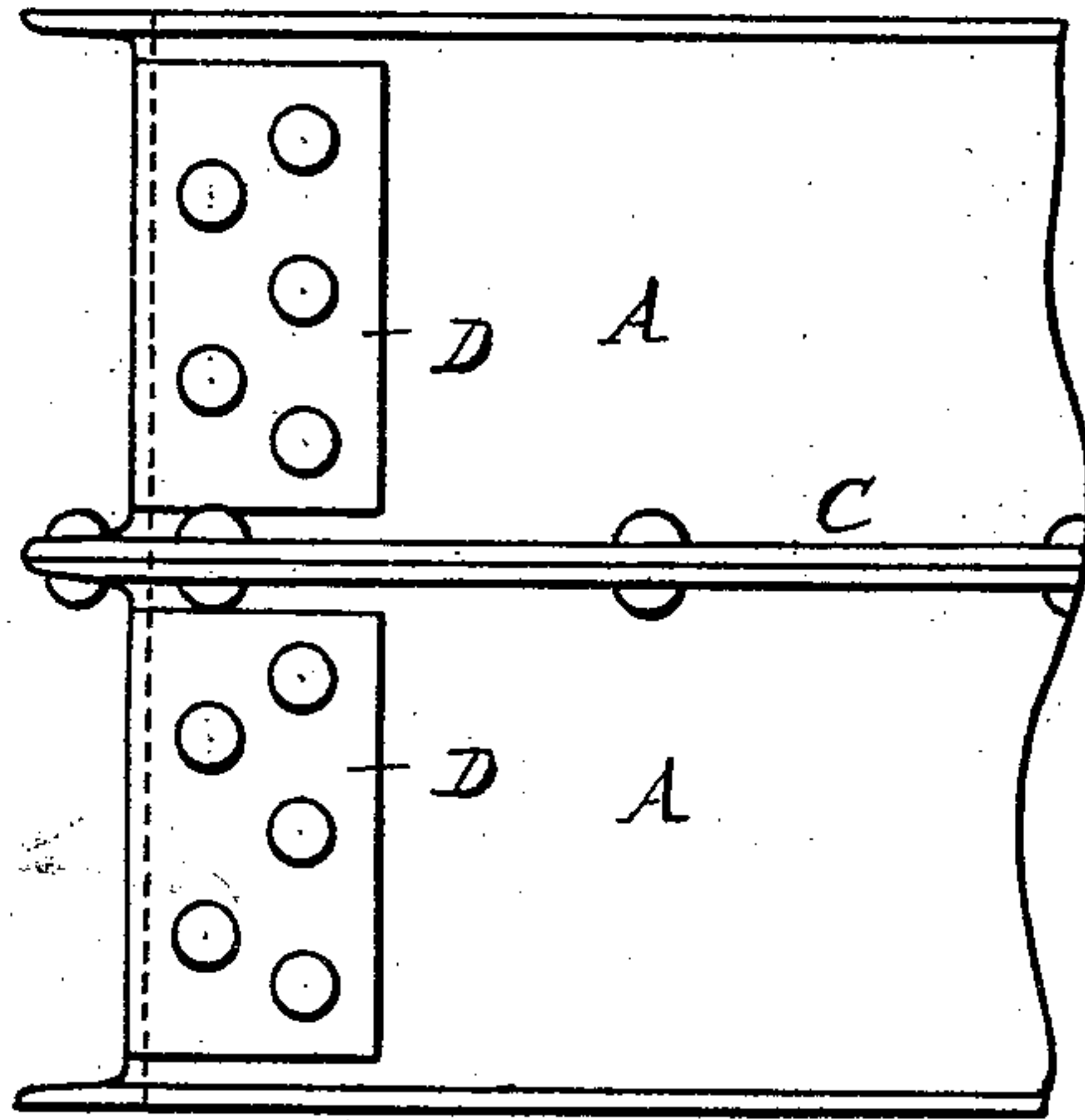


Fig: 2.

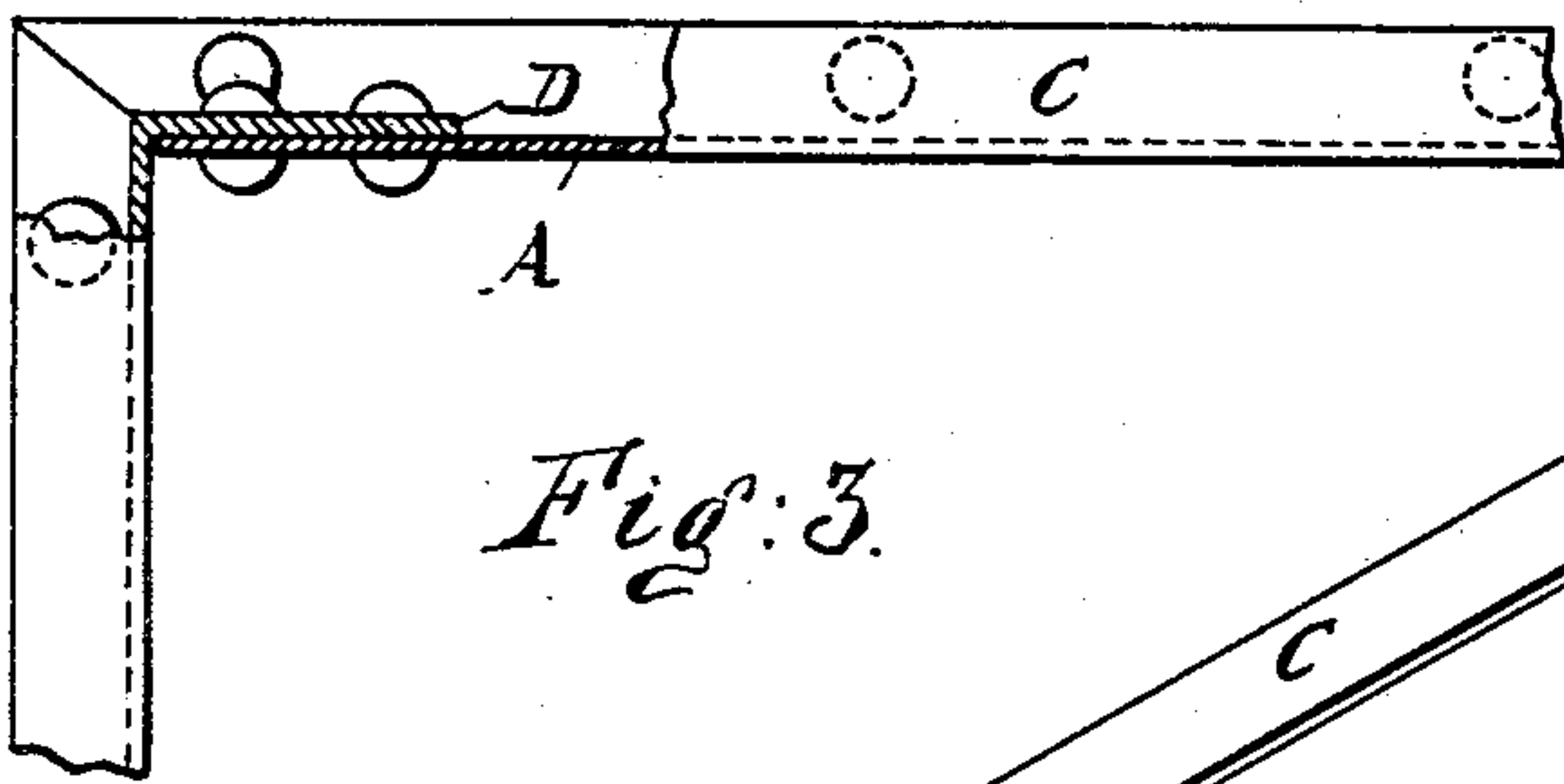


Fig: 3.

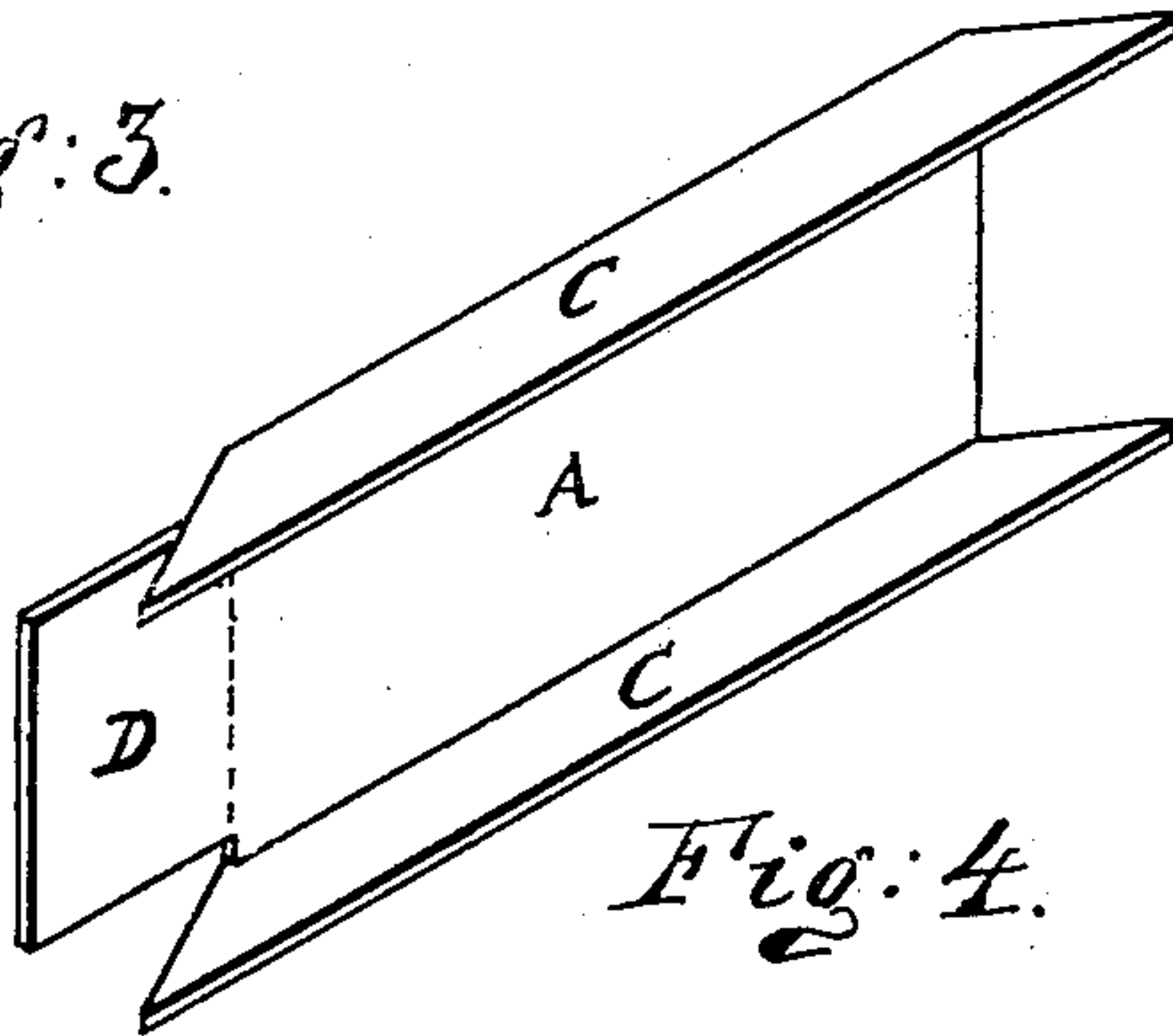


Fig: 4.

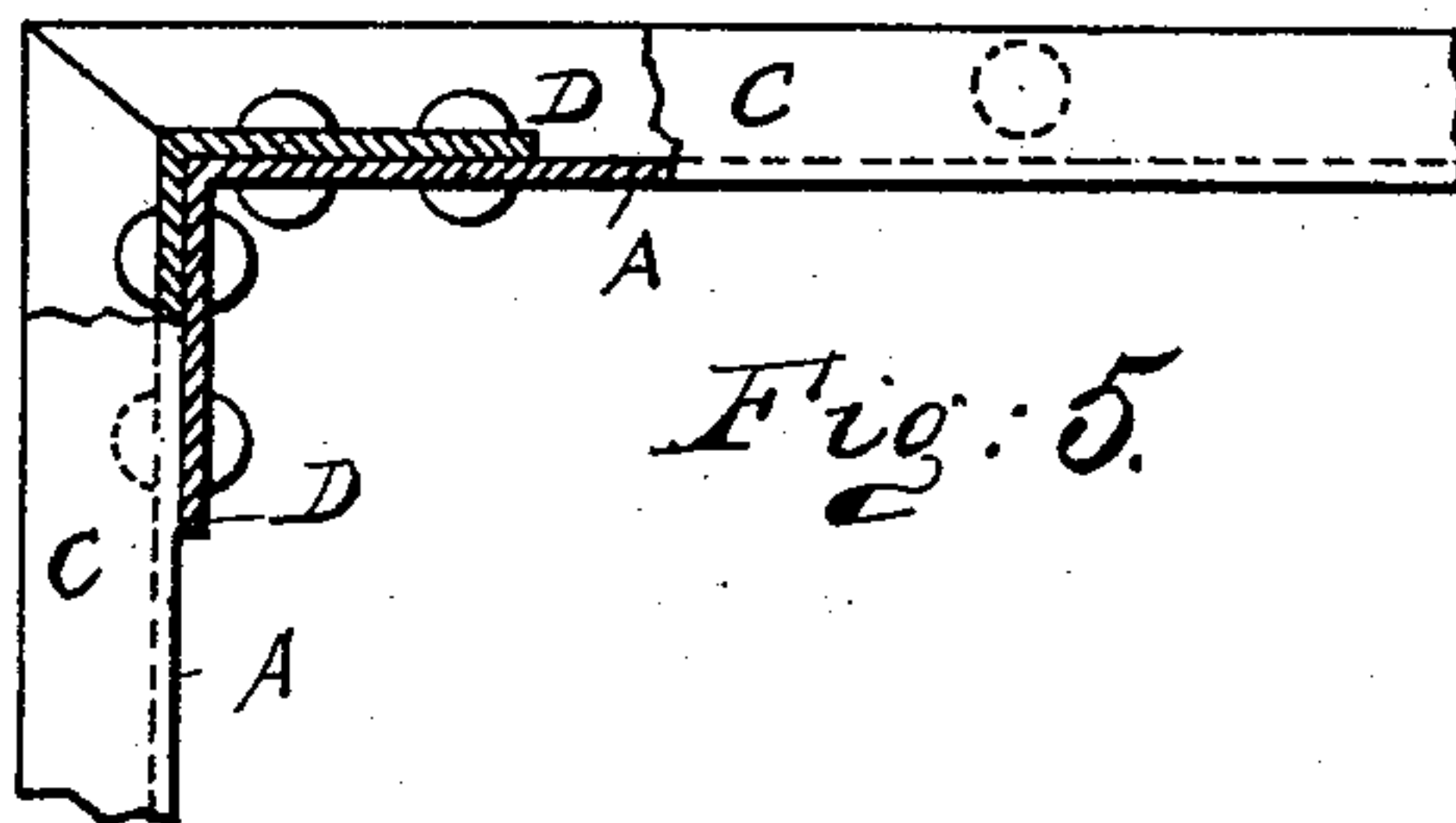


Fig: 5.

WITNESSES:

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UNITED STATES PATENT OFFICE.

LEWIS T. CANFIELD, OF SCRANTON, PENNSYLVANIA, ASSIGNOR TO THE
STERLINGWORTH RAILWAY SUPPLY COMPANY, OF EASTON, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

METAL FREIGHT-CAR.

SPECIFICATION forming part of Letters Patent No. 690,559, dated January 7, 1902.

Application filed November 9, 1901. Serial No. 81,778. (No model.)

To all whom it may concern:

Be it known that I, LEWIS T. CANFIELD, a citizen of the United States, and a resident of Scranton, in the county of Lackawanna and State of Pennsylvania, have invented certain new and useful Improvements in Metal Freight-Cars, of which the following is a specification.

This invention relates to improvements in metal freight-cars; and the object of my invention is to provide a new and improved metal freight-car which is simple in construction, strong, stiff, light, and durable.

In the accompanying drawings, in which like letters of reference indicate like parts in all the views, Figure 1 is an elevation of one side of my improved metal freight-car at the corner thereof. Fig. 2 is a like view of the adjacent end at the corner thereof. Fig. 3 is a plan view of the corner of the car, parts being in section and others broken away. Fig. 4 is a perspective view of one end of a channel-bar cut for use, but not bent. Fig. 5 is a sectional plan view of a modification.

The side and end walls of the car are formed of channel beams or bars A, placed vertically on flanges, the flanges riveted together, and the bottom flanges are to be riveted to a car-underframe, which may be of any desired construction. The flanges C of the channel-bars are preferably mitered, as shown, and the end channel-bars are carried across the width of the car-body and cut off rectangularly at the ends. The channel-beams forming the sides are cut longer than the sides, and at the ends the top and bottom flanges of the channel-beams are cut away to form wings D of less width than the channel-beams and fitting in between the top and bottom flanges, and these wings are bent over rectangularly, so as to rest on the outer surfaces of the web

parts of the end channel-bars, as shown. These rectangularly-bent wings D are then riveted to the webs of the channel-bars, forming the ends of the car. It is evident that just as well the side channel can be cut off square and the wings formed on the end parts of the end channel-bars and lapped and riveted to the end parts of the webs of the side channel-bars. If desired, such wings may be formed on the ends of the end and side channel-bars and one wing lapped on the outside and the other on the inside and riveted to the webs of the channel-bars, as shown in Fig. 5.

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

1. A freight-car having its sides and ends formed of channel-bars placed vertically on flanges and the flanges riveted together, some of the channels having wings at the ends which wings extend beyond the flanges of such channel-bars and which wings are bent upon and riveted to the webs of the other channel-bars at the corners of the car, substantially as herein shown and described.

2. A freight-car having its sides and ends formed of channel-bars placed vertically on flanges and the flanges riveted together, each bar having at each end a wing extending beyond the flanges and bent rectangular upon and riveted to the web of another channel-bar, substantially as herein shown and described.

Signed at Scranton, in the county of Lackawanna and State of Pennsylvania, this 16th day of April, A. D. 1901.

LEWIS T. CANFIELD.

Witnesses:

JAMES J. CORBETT,
AARON A. CHASE.