

No. 709,249.

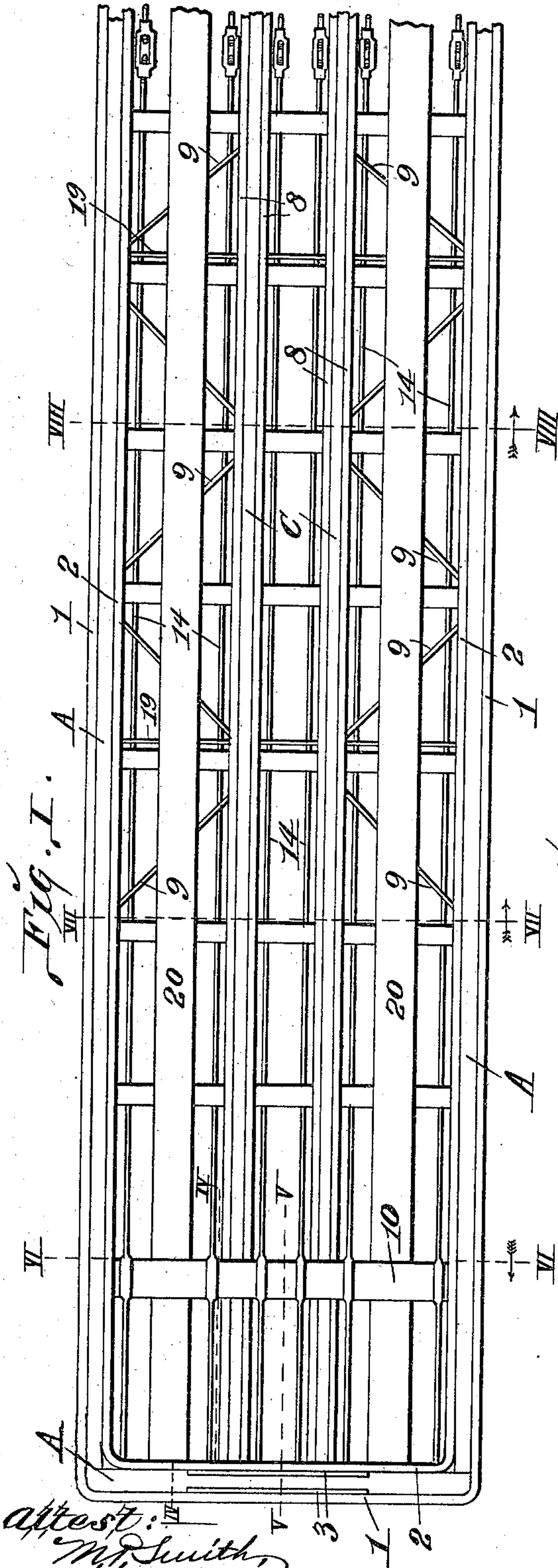
Patented Sept. 16, 1902.

H. F. VOGEL & M. WEBER.
PLATFORM CAR.

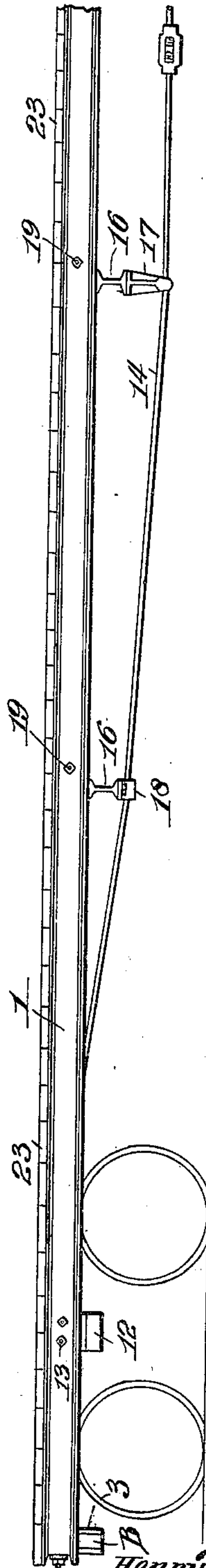
(Application filed Sept. 30, 1901.)

(No Model.)

2 Sheets—Sheet 1.



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PLATFORM CAR.

(Application filed Sept. 30, 1901.)

(No Model.)

2 Sheets—Sheet 2.

Fig. III.

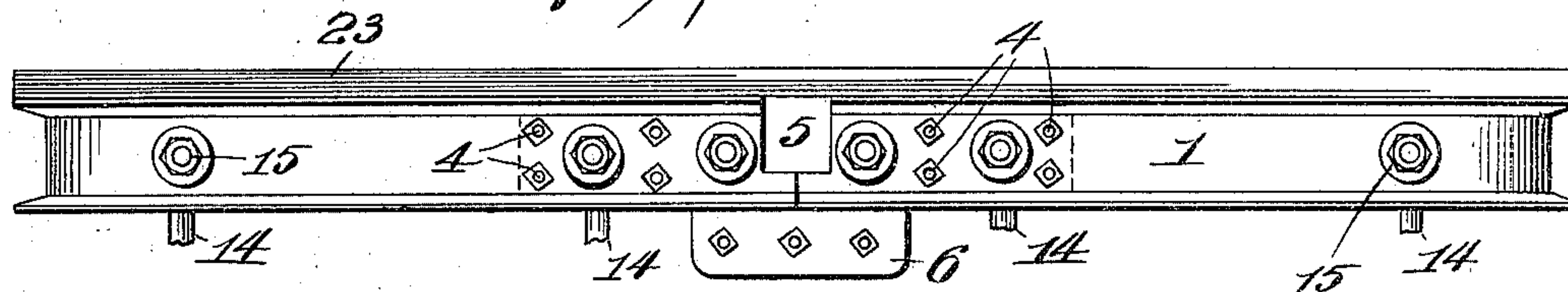


Fig. IV.

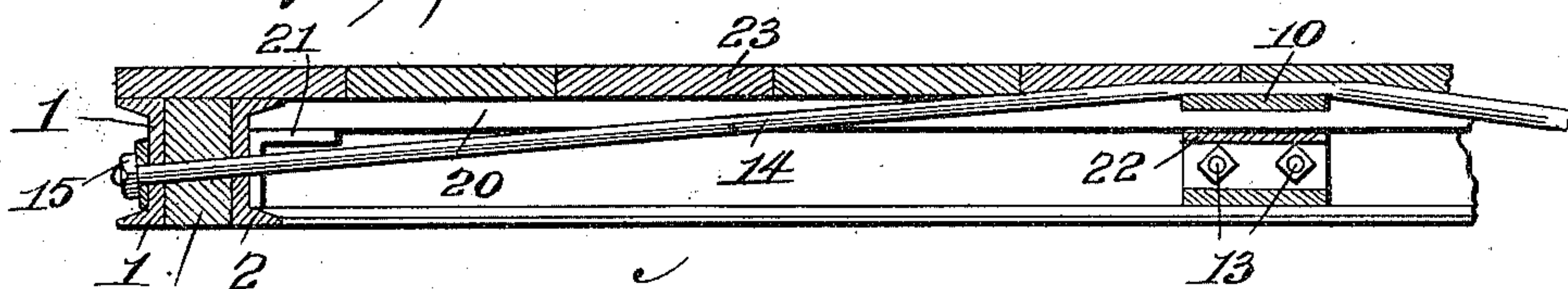


Fig. V.

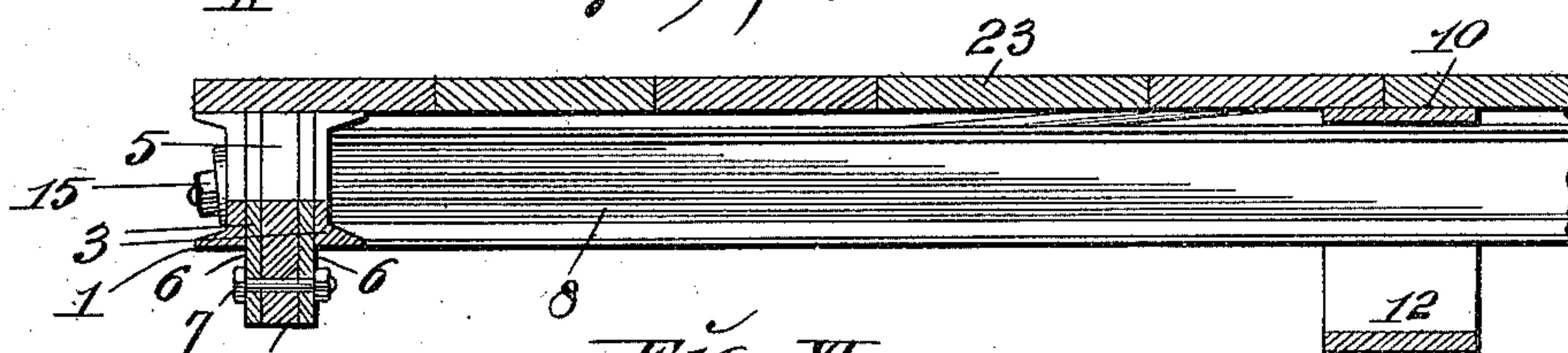


Fig. VI.

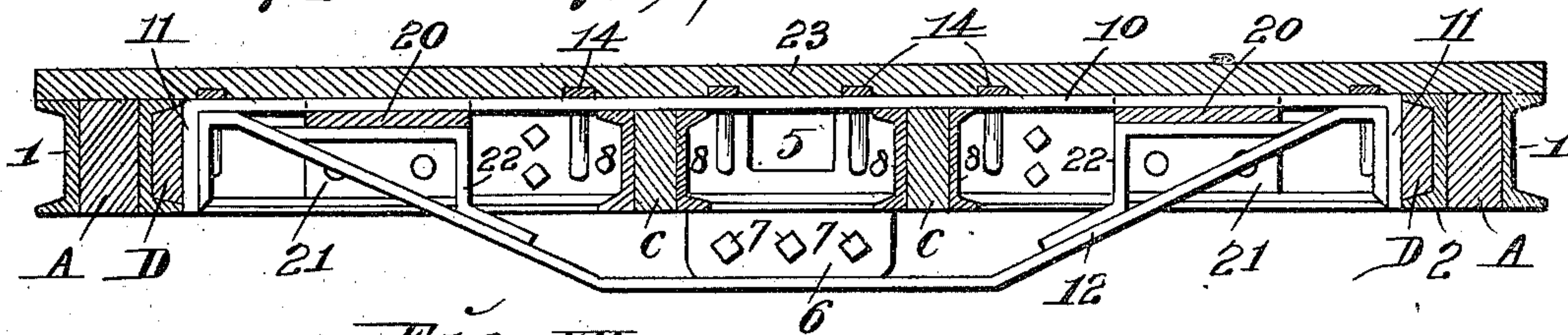


Fig. VII.

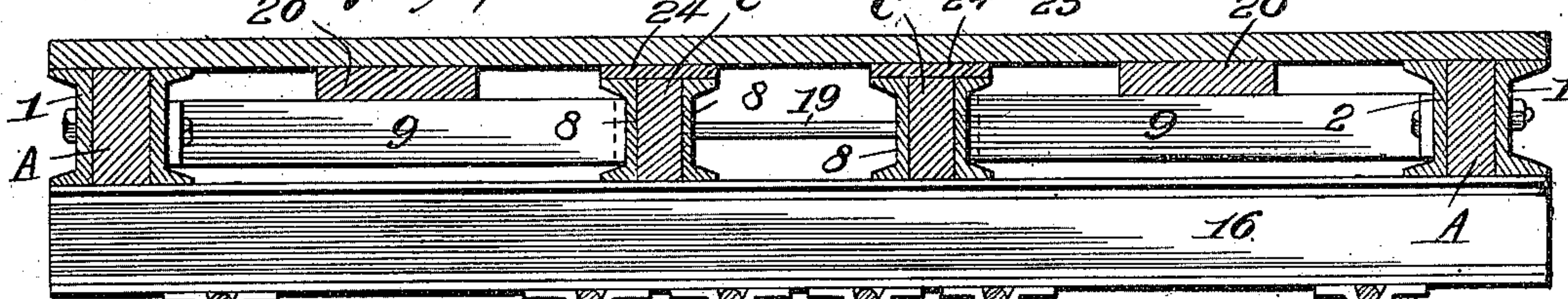
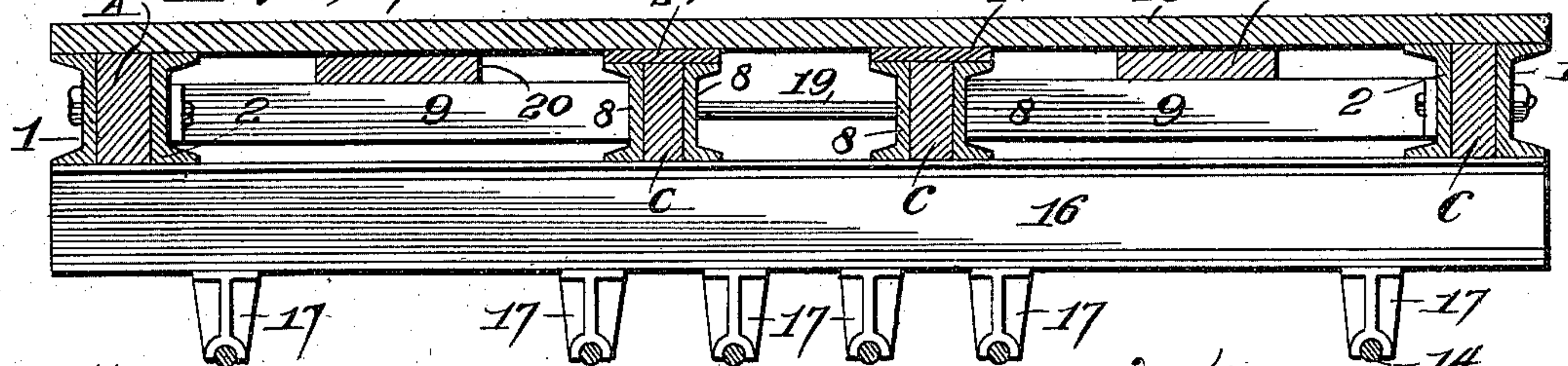


Fig. VIII.



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UNITED STATES PATENT OFFICE.

HENRY F. VOGEL AND MORITZ WEBER, OF ST. LOUIS, MISSOURI, ASSIGNORS
TO ST. LOUIS CAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

PLATFORM-CAR.

SPECIFICATION forming part of Letters Patent No. 709,249, dated September 16, 1902.

Application filed September 30, 1901. Serial No. 76,994. (No model.)

To all whom it may concern:

Be it known that we, HENRY F. VOGEL and MORITZ WEBER, citizens of the United States, residing in the city of St. Louis, in the State of Missouri, have invented certain new and useful Improvements in Platform-Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

Our invention relates to metallic construction platform railway-cars; and the invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a top or plan view of one end of a car of our improved construction. Fig. II is a side elevation. Fig. III is an end view. Fig. IV is an enlarged longitudinal sectional view taken on line IV IV, Fig. I. Fig. V is an enlarged longitudinal sectional view taken on line V V, Fig. I. Fig. VI is an enlarged cross-sectional view taken on line VI VI, Fig. I. Fig. VII is an enlarged cross-sectional view taken on line VII VII, Fig. I. Fig. VIII is an enlarged cross-sectional view taken on line VIII VIII, Fig. I.

1 designates an outer border sill of channel-bar form, having the flanges thereof projecting in an outward direction, and 2 is an inner border sill of channel-bar form, having its flanges extending inwardly, said inner sill being positioned parallel to the sill 1, but spaced apart from the first-mentioned sill.

A designates wooden fillers located in the spaces between the border sills 1 and 2 at both the sides and ends of the car. The border sills 1 and 2 extend continuously from end to end of the car and across the car ends, so as to constitute both side and end sills of the car construction, each of the sills being a single member and each sill having the two ends thereof brought together at one end of the car, where they are united by strengthening-plates 3, connected to the border sills by bolts 4. The strengthening-plates 3 are located at both the broken and unbroken ends of the border sills, and in the sills and said strengthening-plates at the locations of the plates are apertures in which the draw-heads of the car are seated. Each of the strengthening-plates 3 is formed with a down-

wardly-projecting extension 6, that serves to strengthen the plates and add rigidity to the structure at the location of the draw-head apertures, and between said strengthening-plates are wooden fillers B, that are held between the bodies of the plates by the bolts 4 and between the extensions 6 by bolts 7.

8 designates interior sills of channel-bar form, arranged in pairs and spaced slightly apart and having their flanges extending in opposite directions. These interior sills extend from end to end of the car, and positioned between the pairs of said sills are wooden fillers C, extending the full length of the sills. Obliquely disposed between the sides of the inner border sill 2 and the interior sills 8 are braces 9, that are bolted to said sills and serve to hold them equidistant and in upright position. Near each end of the car is a body-bolster composed of an upper horizontal cross-bar 10, having vertical legs 11, that rest against wooden fillers D, seated between the flanges of the inner border sill 2, and a drop-bar 12, that is connected at its ends to the legs of said horizontal bar by bolts 13, which also pass through the border sills to connect the bolster thereto for its support.

14 designates truss-rods extending longitudinally of the car from end to end and having their ends seated in the border sills at the ends of the car, where they are provided with nuts 15. The truss-rods 14 pass over the horizontal bar of the body-bolster and then in a downward direction beneath cross-sills 16 of I form positioned beneath the border sills and interior sills 1, 2, and 8, the truss-rods being seated in truss-blocks 17 and clips 18, located between the cross sills and rods.

19 designates transverse tie-rods extending through the border sills and interior sills from side to side of the car, that serve to strengthen the structure and prevent bulging of the border sills at the sides of the car.

20 designates wooden flooring-strips, supported at their ends upon angle-brackets 21, (see Fig. IV,) fixed to the end portions of the inner border sills 2, and intermediate of their ends upon the braces 9 and seats 22, (see Fig. VI,) mounted on the drop-bars 12

of the body-bolsters, the strips being located beneath the horizontal bolster-bars 10 and being notched, so that their upper surfaces occupy a plane corresponding to that of the upper surface of said horizontal bars, as seen in Fig. VI.

23 is the flooring laid upon the flooring-strips 20 transversely thereof.

24 represents flooring-strips mounted on the interior sills 8 and the fillers between them.

We claim as our invention—

1. In a platform-car, the combination of framework, a pair of border sills extending continuously around said framework and apertured at the ends of the car, and strengthening-plates connected to said border sills at the location of said apertures, substantially as described.

2. In a platform-car, the combination of the framework, a pair of border sills extending continuously around said framework and apertured at the ends of the car, fillers positioned between the border sills, strengthening-plates connected to said border sills at the location of said apertures, and extending below the same, and fillers located between the strengthening-plates.

3. In a platform-car, the combination of a pair of continuous border sills, fillers located between the border sills, interior sills arranged in pairs and extending longitudinally of said border sills, and fillers located between said interior sills.

4. In a platform-car, the combination of a pair of continuous border sills, of channel form, fillers located between the border sills, interior sills arranged in pairs and extending longitudinally of said border sills, fillers located between the interior sills and braces located between the border sills and the interior sills.

5. In a platform-car, the combination of a pair of continuous border sills, fillers located between said sills, interior sills arranged in pairs extending longitudinally of said border sills, braces positioned obliquely between said border sills and the interior sills, flooring-strips supported intermediate their ends by said braces, and brackets supporting the flooring-strips at their ends.

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In presence of—

WARNER S. MCCALL,
M. H. MURPHY.