

No. 712,857.

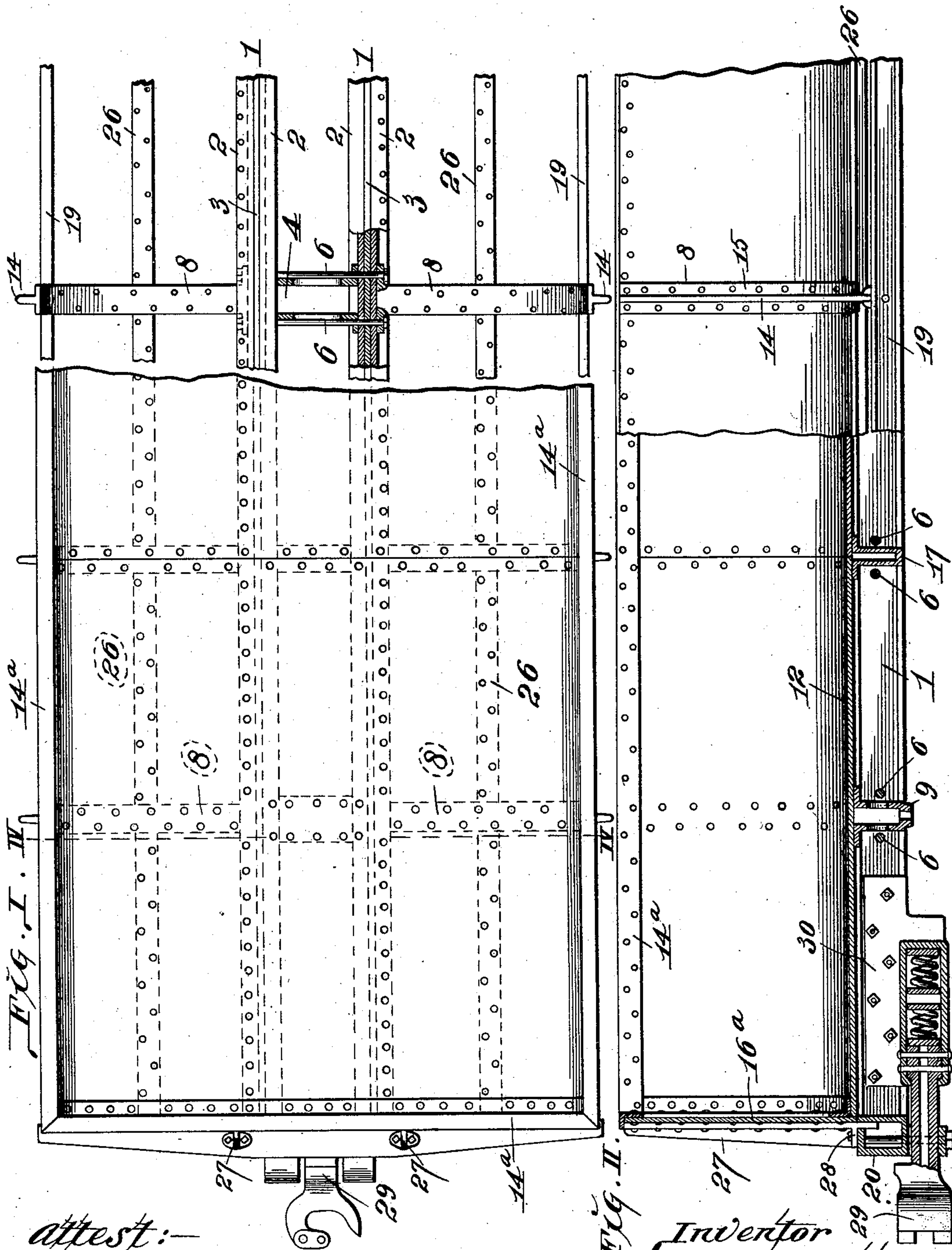
Patented Nov. 4, 1902.

J. F. SCOTT.  
RAILWAY CAR BODY.

(Application filed June 9, 1902.)

(No Model.)

2 Sheets—Sheet 1.



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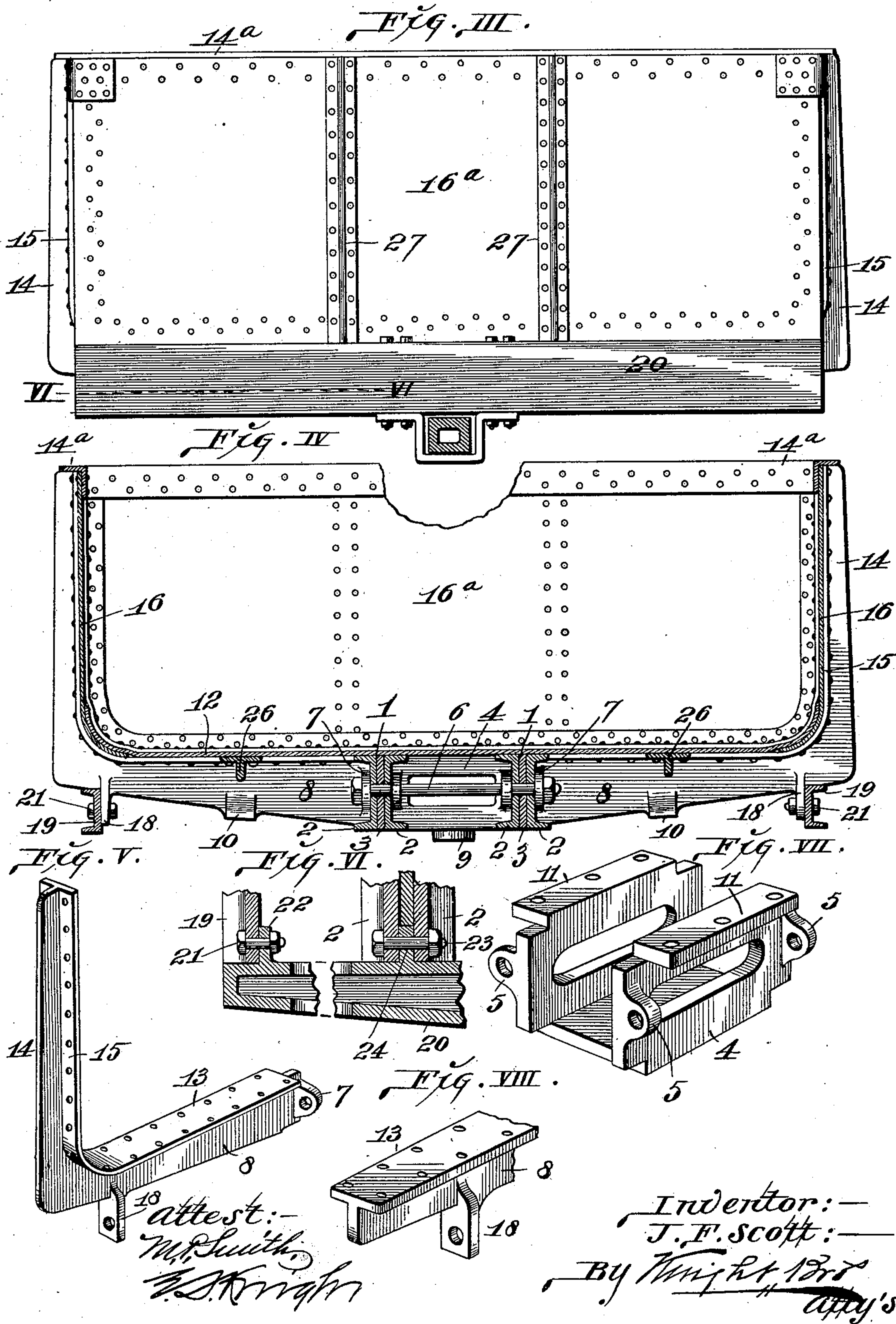
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# UNITED STATES PATENT OFFICE.

JOHN F. SCOTT, OF EVANSVILLE, INDIANA, ASSIGNOR OF ONE-HALF TO  
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## RAILWAY-CAR BODY..

SPECIFICATION forming part of Letters Patent No. 712,857, dated November 4, 1902.

Application filed June 9, 1902. Serial No. 110,740. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN F. SCOTT, a citizen of the United States, residing in the city of Evansville, county of Vanderburg, and State of Indiana, have invented certain new and useful Improvements in Railway-Car Bodies, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to the manner of making a metallic railway-car body, my object being to simplify and cheapen the construction, while at the same time producing a strong and durable article.

My invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a detail top view, part in section, showing one end of the car-body and a portion of the other end of the body. Fig. II is a detail view part in vertical longitudinal section and part in elevation. Fig. III is an end view. Fig. IV is a vertical transverse section taken on line IV IV, Fig. I. Fig. V is a perspective view showing one end of one of the bolsters and its post. Fig. VI is a detail section taken on line VI VI, Fig. III. Fig. VII is a perspective view showing one of the filler-blocks. Fig. VIII is a detail perspective view showing a modified form of one of the bolsters.

Referring to the drawings, 1 represents two centrally-located sills that extend throughout the length of the car-body, each sill being composed of a pair of channel-bars 2, placed back to back and separated by a flat plate 3. Located between the two inner channel-bars of the two sills are distance-blocks 4, having perforated end lugs 5, through which pass the connecting-bolts 6, that tie the sills together. The bolts 6 also pass through perforated ears 7, formed on the inner ends of the two members 8 of the bolsters. The distance-blocks 4 are also provided with the center bearing 9 of the bolster, while the parts 8 are provided with the side bearings 10. The distance-blocks are also provided with upper horizontal perforated flanges 11, to which the floor 12 of the car is riveted or bolted, and

the parts 8 are provided with perforated flanges 13, to which the bottom of the car is riveted or bolted. If a flat-car is being made, the outer ends of the bolster would terminate as shown in Fig. VIII; but if a gondola is to be made the ends of the bolster are projected upwardly, forming posts 14, having perforated flanges 15, to which the sides 16 are riveted, and if a box-car is to be made the posts are extended up high enough to receive the roof of the car.

Located between the bolsters 8 of the car-body are any desired number of strengthening-beams 17, made in the same shape and connected to the sills 1 in the same manner as the bolsters 8, except that they will be preferably made lighter than the bolsters, and they will not of course be provided with side bearings, nor would their distance-blocks be provided with center bearings. The floor and sides of the car-body are riveted to the beams and their posts the same as to the bolsters and their posts, and the upper ends of all of the posts are connected together by an angle-plate border 14<sup>a</sup>.

14<sup>b</sup> represents corner angle-plates riveted to the inside of the bottom 12, sides 16, and ends 16<sup>a</sup> of the car-body.

The outer ends of the bolsters and the outer ends of the beams 17 are provided with downwardly-projecting perforated lugs 18, to which are riveted or bolted horizontal longitudinal bars 19, extending throughout the length of the car-body and which serve to tie the bolsters and beams together and connect them to the end beams 20 of the car-body, thus making a very rigid and strong structure. The bars 19 are preferably in the form of channel-irons, as shown clearly in Fig. IV, and they are connected to the end beams 20 by means of bolts or rivets 21, passing therethrough and through perforated ears 22 on the beams 20, as seen in Fig. VI. The channel-bars 2 of the sills 1 are connected to the end beams by means of bolts 23, (see Fig. VI,) passing therethrough and through ears 24 on the end beams. These ears hold the channel-bars of the sills a distance apart, forming a space that is filled by the plates 3.

26 represents short strengthening-bars



cated underneath the floor of the car-body and riveted thereto. These bars are situated between the beams 17, as shown in Fig. I.

27 represents end posts riveted to the outside of the ends of the body and the lower ends of which extend into the end beams 20 and are riveted or bolted thereto, as shown at 28, Fig. II.

The draw-bars 29 are connected to the sills in any suitable manner. I have shown them connected by means of plates 30, bolted or riveted to the sills and between which the inner ends of the draw-bars are held.

All of the parts are metal, preferably steel, and a car-body thus made is very strong and durable.

I claim as my invention—

1. A metal car-body having centrally-located sills, distance-blocks located between the sills, bolster members, and bolts extending from one sill to the other and securing said members, sills and distance-blocks together; said distance-blocks being provided with center bearings and said bolster members being provided with side bearings, substantially as set forth.

2. A metal car-body having centrally-located sills, distance-blocks having center bearings and located between the sills, bolster members having side bearings, and bolts securing said members, sills and distance-blocks together; said sills being composed of channel-bars placed back to back, and plates interposed between the channel-bars, substantially as set forth.

3. A metal car-body having centrally-located sills, distance-blocks having center bearings and located between the sills, bol-

ster members, and bolts securing said members, sills and distance-blocks together; said distance-blocks and bolster members having flanges to receive the floor of the car, substantially as set forth.

4. A metal car-body having centrally-located sills, distance-blocks located between the sills, bolster members located outside of the sills, cross-beams located outside of the sills and situated between the bolsters, and bolts extending from one sill to the other and connecting said bolster members, beams and their distance-blocks to said sills, substantially as set forth.

5. A metal car-body having centrally-located sills, distance-blocks located between the sills, bolster members and cross-beams located outside of the sills, bolts extending from one sill to the other securing said bolster members, beams and distance-blocks together, and longitudinal bars 19 connecting said beams and bolster members together, substantially as set forth.

6. A metal car-body having centrally-located sills, bolster members and cross-beams located outside of said sills, distance-blocks located between the sills, bolts extending from one sill to the other connecting said bolster members, beams and distance-blocks together, end beams connected to said sills, and longitudinal bars 19 connected to said end beams, bolsters and cross-beams, substantially as set forth.

JOHN F. SCOTT.

In presence of—  
E. S. KNIGHT,  
M. P. SMITH.