

No. 744,155.

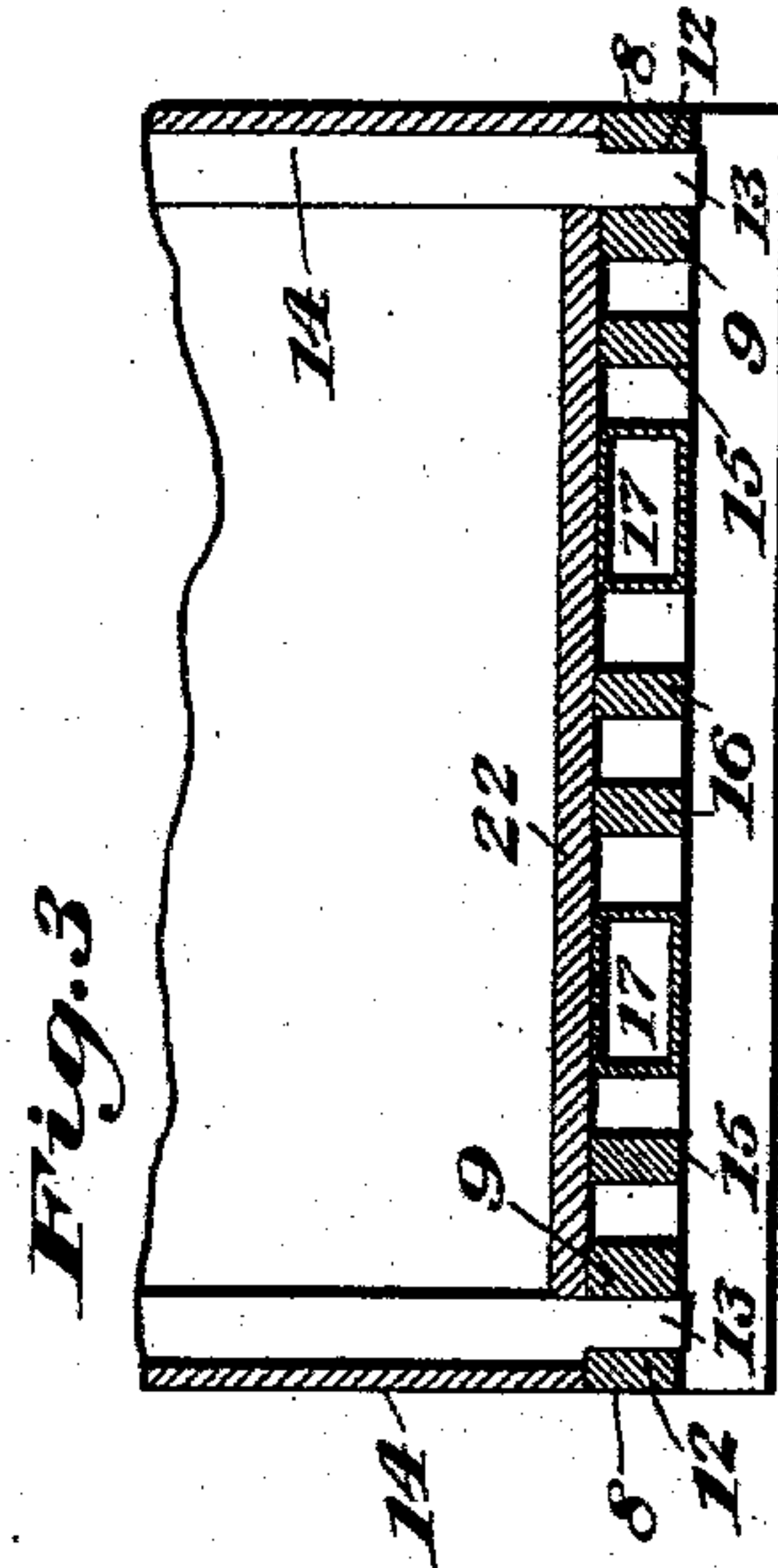
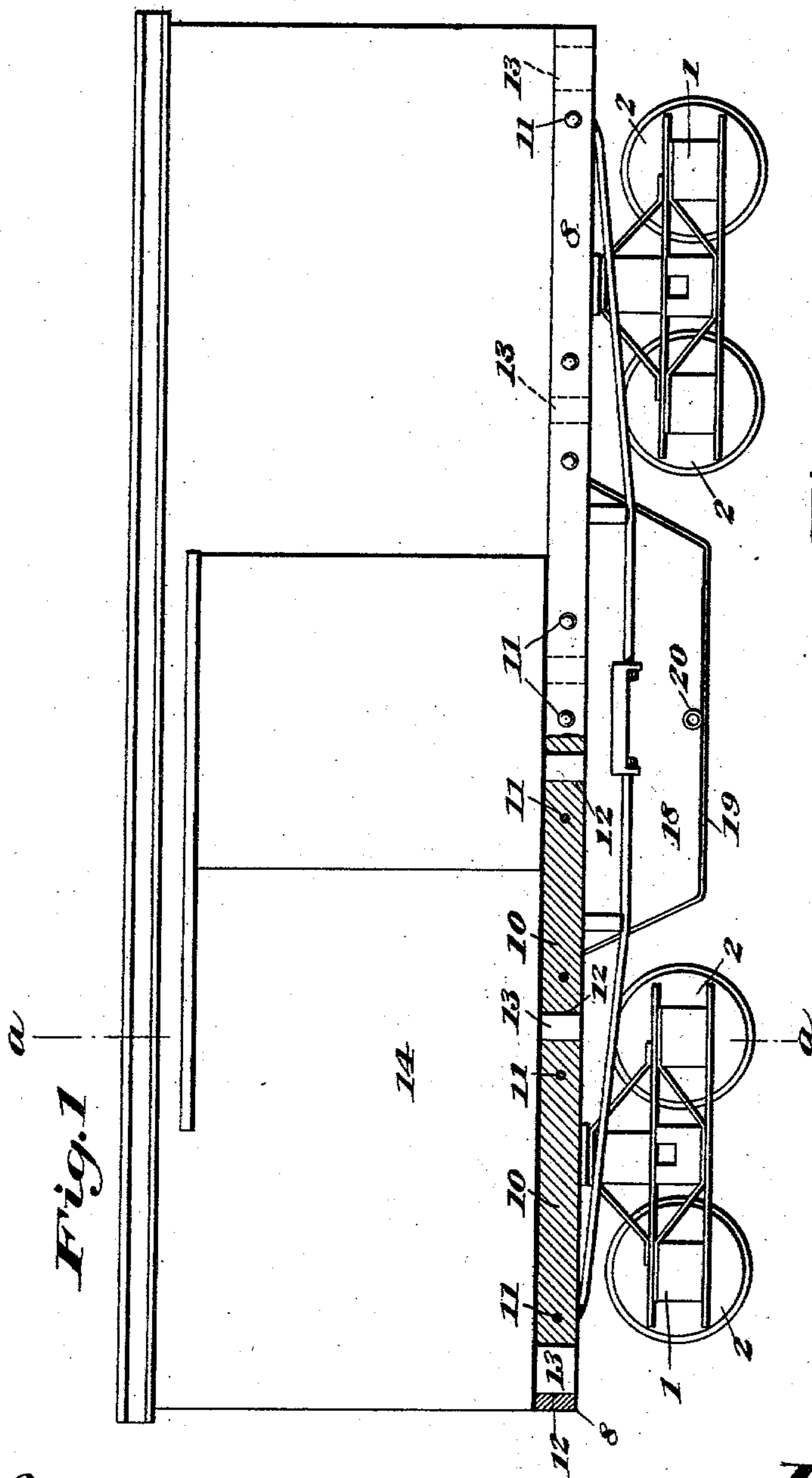
PATENTED NOV. 17, 1903.

H. J. BAYARD.  
RAILWAY CAR.

APPLICATION FILED JAN. 26, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses  
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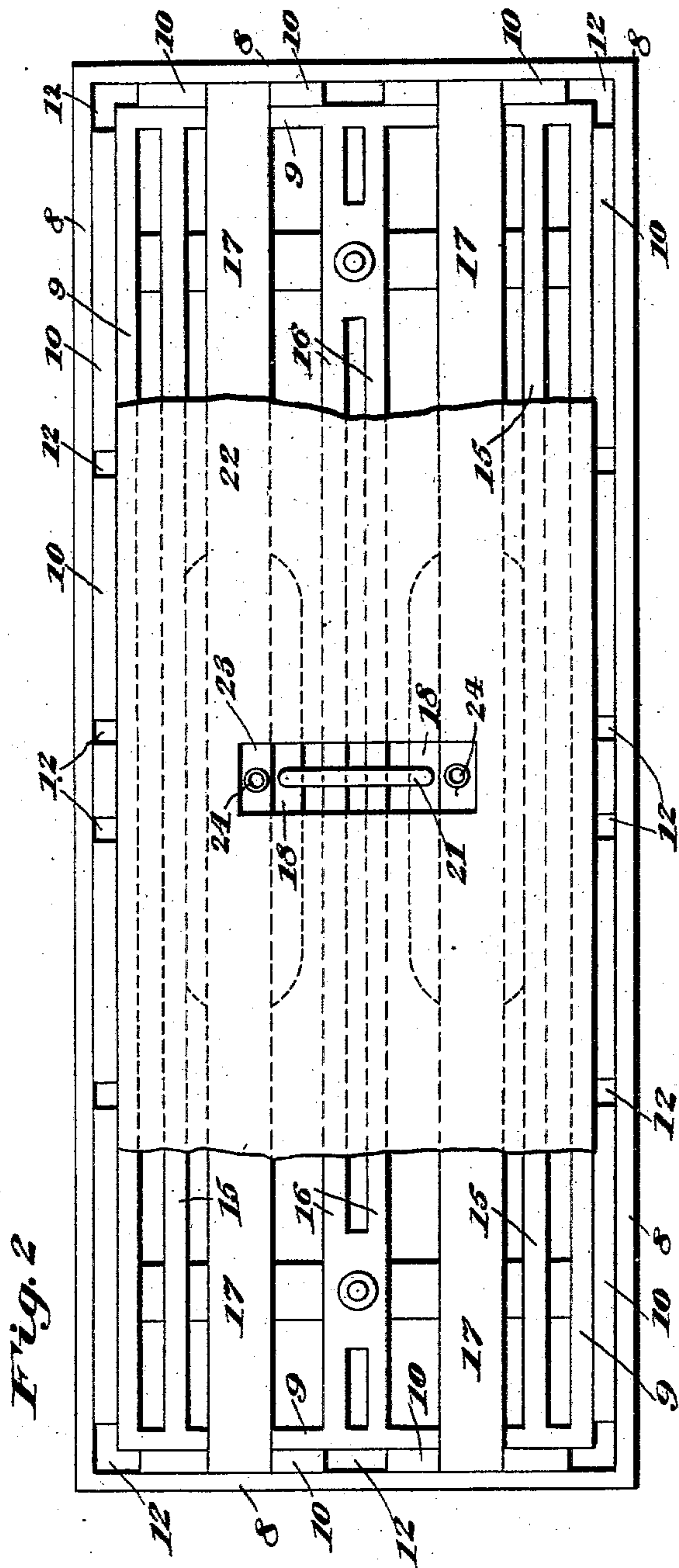


Fig. 2

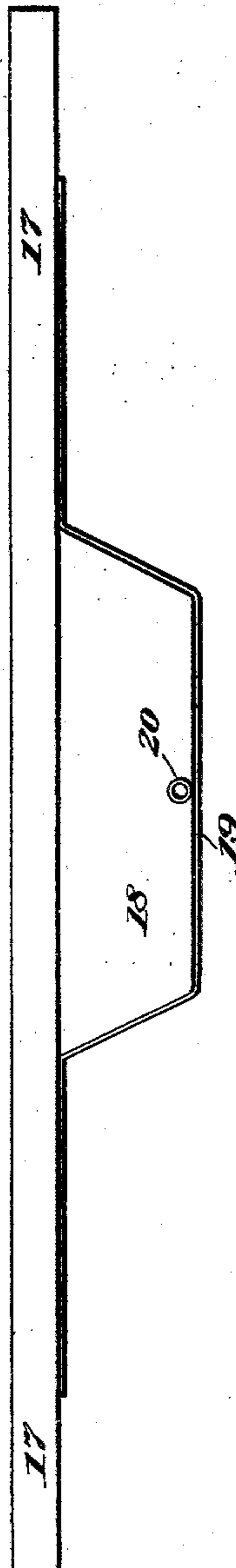


Fig. 4

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# UNITED STATES PATENT OFFICE.

HYRAM J. BAYARD, OF CHICAGO, ILLINOIS.

## RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 744,155, dated November 17, 1903.

Application filed January 26, 1903. Serial No. 140,515. (No model.)

*To all whom it may concern:*

Be it known that I, HYRAM J. BAYARD, a citizen of the United States of America, and a resident of Chicago, Cook county, Illinois, have invented certain new and useful Improvements in Railway - Cars, of which the following is a specification.

This invention relates to certain improvements in railway-cars, and more particularly to that class of freight-cars which are convertible, so as to be adapted for use either as box-cars or for gondola or platform cars, so as to be capable of use for the transportation of freight of different kinds; and the object of the invention is to provide a car of this general character of an improved and simplified nature and of a strong, durable, and inexpensive construction which shall be conveniently and readily convertible to adapt it for use with freight of various kinds.

The invention consists in certain novel features of the construction, combination, and arrangement of the several parts of the improved car, whereby certain important advantages are attained, and the device is made simpler, cheaper, and otherwise better adapted and more convenient for use, all as will be hereinafter fully set forth.

The novel features of the invention will be carefully defined in the claims.

In the accompanying drawings, which serve to illustrate my invention, Figure 1 is a side elevation showing a car constructed according to my invention and adapted for use as a box-car. Fig. 2 is a plan view of the car with its box-body removed and a portion of the flooring at each end broken away to illustrate certain features of construction to be hereinafter referred to. Fig. 3 is a partial vertical section taken through the car in the plane indicated by the line *a a* in Fig. 1. Fig. 4 is a side elevation showing one of the tanks with which the car is provided to adapt it for use in transporting liquid freight.

As shown in these views, 1 1 indicate the car-trucks, and 2 2 the car-wheels, which are held upon axles held to turn in bearings in the truck in the usual or any preferred way.

The car is constructed with a rectangular platform supported upon a sill of rectangular form and produced, as indicated in Figs. 1, 2, and 3, from two metal strips 8 and 9, ex-

tended around the platform and spaced apart from each other to receive blocks 10 10, inserted between said metal strips to hold them away from each other, whereby openings 12 12 are produced between the metal strips between the adjacent ends of the said blocks 10. The openings 12 are arranged to extend vertically through the sill of the car-platform, and the blocks 10 may be held in place between the strips 8 and 9 by any means, as by bolts 11 11, as indicated in the drawings.

14 indicates a box-body for the improved car, and this body, as herein shown, has the lower ends of certain of its upright frame-timbers extended downward beneath the lower edge of the body in position to enter and pass through the openings 12 12 in the sill of the platform, as indicated at 13 in the drawings, so as to form an efficient means for holding the body in position upon the car-platform, while permitting said body to be readily and conveniently lifted off said platform when the box-body is not required for use. By this construction it will be readily seen that when it is desired to use the car as an ordinary platform-car the box-body 14 may be readily and quickly removed from the platform, leaving said platform entirely free and clear, and when said body 14 has been thus removed a body of any other construction may be readily placed in position upon the platform, so as to adapt the car for other uses, or, if desired, stakes may be inserted in the openings 12 in the sills, and removable sides may be held upon the platform, so as to adapt the car for various other uses.

15 15 indicate beams extended along the sides of the car just within the side sills of the platform, and 16 indicates a central beam or beams extended along the center of the platform, there being spaces between the beams 15 and 16 and at opposite sides of the center of the platform, in which spaces are extended tanks 17 17, extended lengthwise along opposite sides of the car, the end portions of said tanks 17 being made of rectangular cross-section and being passed up over the bolsters, and the central portions of the tanks being made enlarged, as indicated at 18, so as to depend in the space between the trucks 1 1 of the car, as indicated in Figs. 1 and 4. To strengthen the enlarged central



portions 18 of the tanks, said central portions are provided with reinforces 19 in the form of metal strips or bands extended along the under sides of said central portions of the tanks and held thereto by rivets or other means, the extremities of said strips 19 being extended up, as shown in Fig. 4, so as to be adapted to pass above the bolsters to afford a strong and simple support for the enlarged central portions of the tanks where they depend between the car-trucks 1.

The tanks 17 are provided with openings 20 at the lower parts of their enlarged central portions 18, so that their liquid contents may be readily drawn off when desired, and for filling said tanks they are provided in their upper parts with openings 24, to which access may be had through a trap 23 in the floor 22 of the car-platform, as indicated in Fig. 2 of the drawings.

21 indicates a siphon connection of a well-known kind extended between the two tanks, so as to permit the contents of one tank to be drawn off by way of the outlet 20 of the other tank.

The improved car constructed according to my invention is of an extremely simple and inexpensive nature and is especially well adapted for use, since it is adapted for ready conversion, so as to be capable of carrying freight of any kind, either solid or liquid. The body of the car may also be constructed in the form of that of a cattle-car, and where this construction is adopted such body may also be readily removed and replaced by an ordinary box-body. It will also be obvious

from the above description that the improved car constructed according to my invention is capable of considerable modification without material departure from the principles and spirit of the invention, and for this reason I do not wish to be understood as limiting myself to the precise form and arrangement of the several parts herein set forth in carrying out my invention in practice.

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

1. A car having a platform provided with sills formed from metal strips spaced apart to receive between them blocks between the ends of which are produced openings extended vertically through the sills and adapted for the passage of stakes or projections extended down from a body, substantially as set forth.

2. A car having a platform provided with sills formed from metal strips spaced apart to receive between them blocks between the ends of which are produced openings extended vertically through the sills in combination with a car-body the lower part of which is provided with stakes or projections extended down from it and adapted to enter said openings in the sills, substantially as set forth.

Signed at Chicago, Illinois, this 24th day of January, 1903.

HYRAM J. BAYARD.

Witnesses:

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