

No. 767,253.

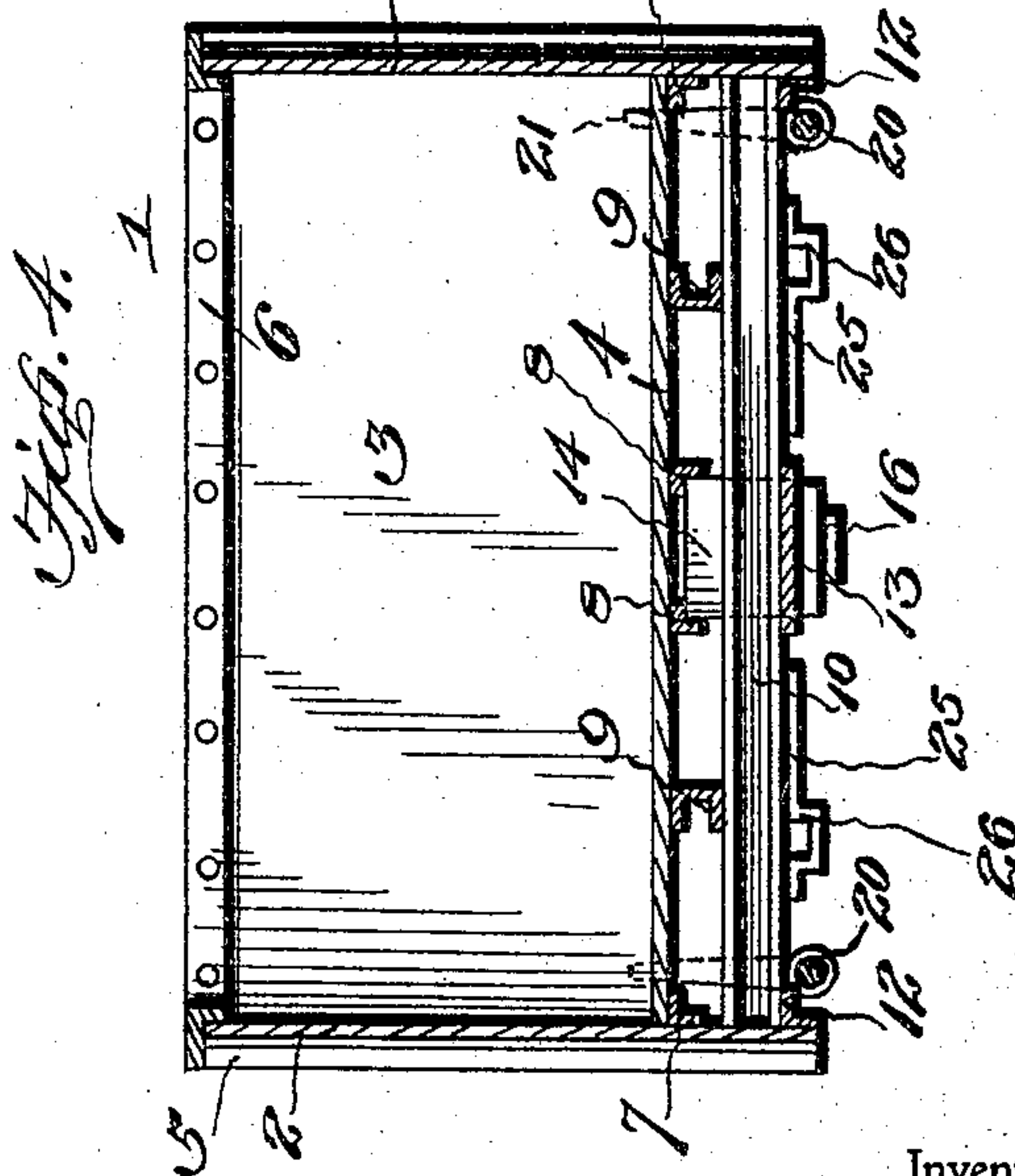
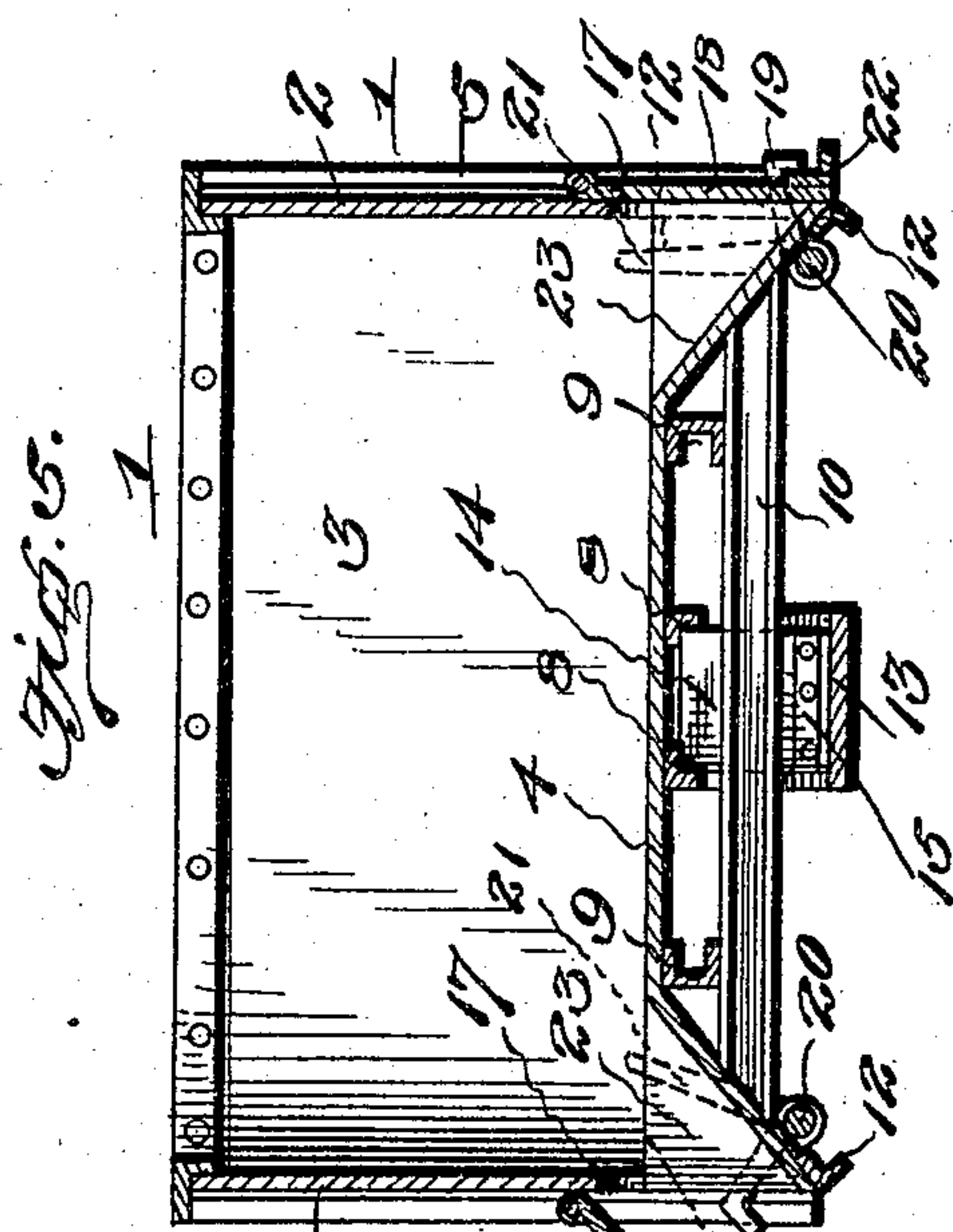
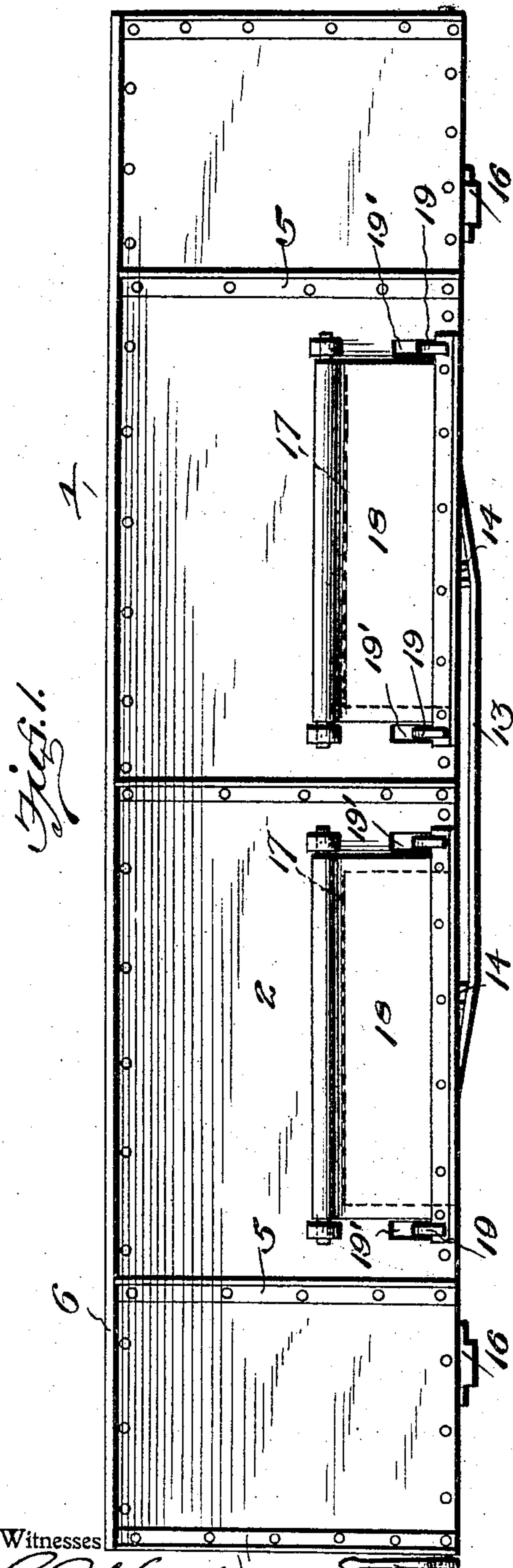
PATENTED AUG. 9, 1904.

S. F. SWANSON.
RAILWAY CAR.

APPLICATION FILED FEB. 1, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

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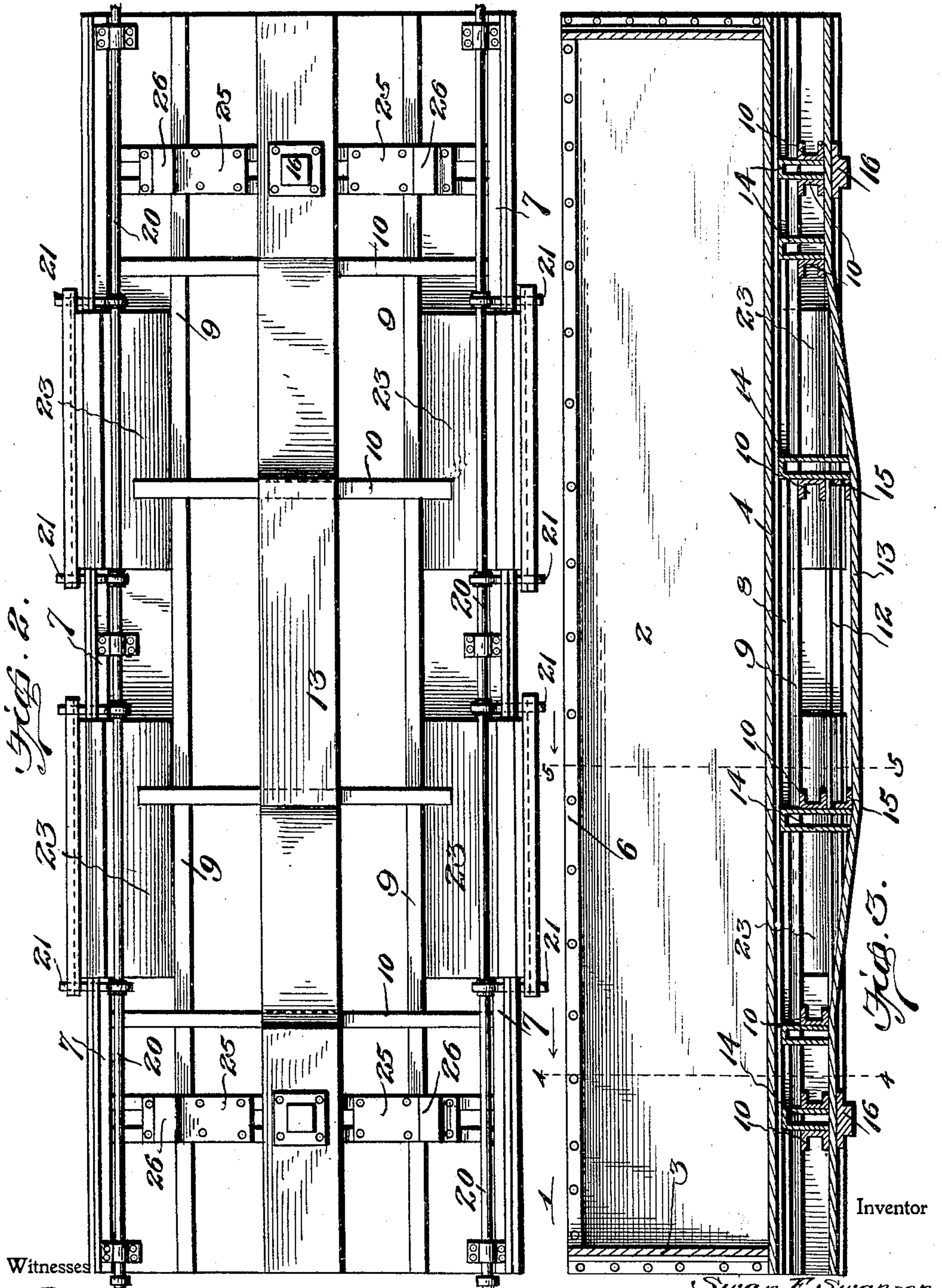
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UNITED STATES PATENT OFFICE.

SWAN F. SWANSON, OF PUEBLO, COLORADO.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 767,253, dated August 9, 1904.

Application filed February 1, 1904. Serial No. 191,513. (No model.)

To all whom it may concern:

Be it known that I, SWAN F. SWANSON, a citizen of the United States, residing at Pueblo, in the county of Pueblo and State of Colorado, have invented certain new and useful Improvements in Railway-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway-cars.

The object of the invention is to improve the construction and arrangement of the floor sills and beams and the general structure of the car.

A further object is to provide means whereby a portion of the load carried by the car may be dumped or discharged into a wagon or bin.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side view of a car constructed in accordance with the invention. Fig. 2 is a bottom plan view of the same. Fig. 3 is a central vertical longitudinal sectional view through the car. Fig. 4 is a vertical cross-sectional view on the line 4 4 of Fig. 3. Fig. 5 is a similar view on the line 5 5 of Fig. 3.

Referring more particularly to the drawings, 1 denotes the body of the car, which is preferably formed of sheet metal, and consists of the sides 2, ends 3, and floor 4. The sides and ends of the car are suitably braced by upright angle-iron braces 5, and around the upper inner edge of said side and end pieces is riveted an angle-iron strip 6, which forms a finish and a binding for said edge.

On the inner face of the sides of the car near the lower edges of the same are secured longitudinally-disposed angle-iron strips or bars 7, on which the edges of the car-floor are adapted to rest. On the under side of the car-floor are arranged two central longitudinally-disposed angle-iron bars 8, which are

spaced apart and extend from end to end of the car. Between the bars 8 and the strips or bars 7 are arranged longitudinally-disposed channel-iron bars 9, which also extend throughout the length of the car. Below the channel-iron bars 9 are arranged transversely-disposed channel-iron bars 10, which are supported at their outer ends upon longitudinally-disposed angle-iron strips or bars 12.

Running lengthwise of the car from end to end is a centrally-disposed plate or strip 13, the ends of which are secured to the end cross-bars 10. The central portion of the strip is bent downwardly in the form of a truss-brace, and at intervals between the plate or strip 13 and the angle-iron strip 8 on the bottom of the car are arranged channel-iron spacing-blocks 14. These blocks 14 are preferably arranged adjacent to each cross-bar 10 and are riveted to the same. Said blocks are also secured to the central portion of the strip or plate by angle-iron corner-braces 15.

At each end of the car over the truck-bolsters are arranged two of the cross-bars 10, between which and connecting the same is disposed one of the channel-iron blocks 14.

On the under side of the strip or plate 13 immediately below the two cross-bars and the connecting-block 14, just described, and at each end of the car is arranged a pivot-plate 16 to engage the truck-bolster of the car-trucks. (Not shown.) The construction of floor-frame as herein described forms a strong but light foundation or support for the car and will be capable of supporting great weight.

If desired, the sides of the car may be provided with discharge-openings 17, of which there may be any number desired, two being here shown in each side of the car. These openings are normally closed by doors 18, hinged to the outer face of the sides of the car, and being held in closed position by latches or hooks 19, which are fixed on longitudinally-disposed shafts 20, arranged beneath and at each side of the floor-frame and are adapted to work through slots 19' in the sides of the car, as shown. Suitable operating-levers 21 are fixed on the ends of the shafts by which the hooks or latches 19 may be turned into

and out of engagement with the projecting ends of angle-iron strips 22, which are riveted to the lower outer edge of the doors.

At points opposite the openings in the sides of the car the floor is cut away, and in the space thus formed is arranged an inclined chute or pocket 23, into which a part of the load in the car will fall and which when the doors 18 are opened will be discharged through the openings in the side of the car, as will be understood.

If desired, the entire contents of the car may be shoveled to these openings and discharged through the same.

On the pair of cross-bars 14 at each end of the car are secured plates 25, which are bent to form rectangular projections 26, which serve as bumpers for the car.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. In a railway-car the combination with the car-body, of a supporting-frame, consisting of longitudinally-disposed angle-iron, and simi-

larly-disposed channel-iron strips or bars, transversely-disposed channel-iron bars supporting said longitudinal bars, and a centrally-disposed truss-plate extending throughout the length of said cars and connected at its ends to certain of said transverse channel-iron bars, substantially as described.

2. In a railway-car the combination with the car-body, of a supporting-frame, consisting of longitudinally-disposed central angle-iron strips or bars, upper and lower longitudinally-disposed angle-iron side strips or bars and similarly-disposed intermediate channel-iron bars, transversely-disposed channel-iron bars arranged below said longitudinal bars and supported at their ends upon said lower longitudinal angle-iron side bars, a central longitudinal strip or plate secured at its ends to the transverse bars at the ends of the car and bent downwardly intermediate its ends to form a truss-brace, and channel-iron spacing-blocks arranged between the said truss-brace strip and said central, longitudinally-disposed angle-iron strips and secured to said transverse channel-iron strips, substantially as shown and described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

SWAN F. SWANSON.

Witnesses:

G. M. DAVIES,

R. A. CROSSMAN.