

No. 837,721.

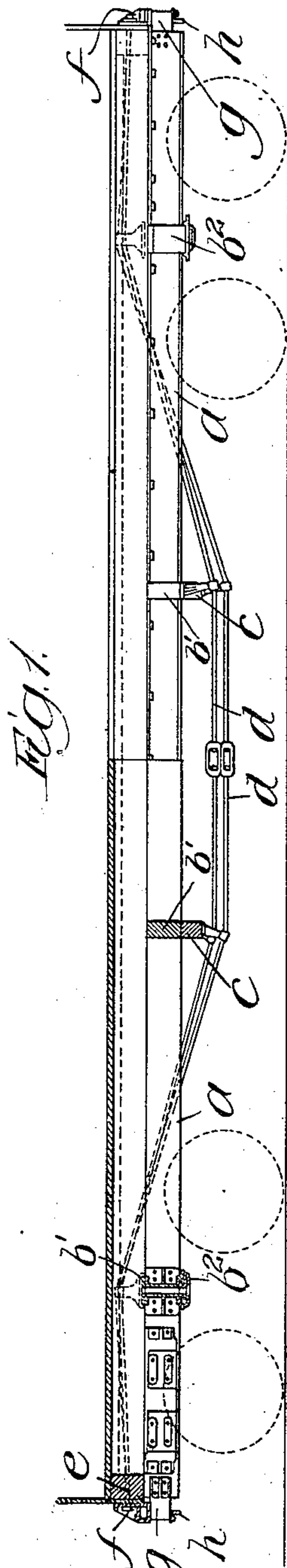
PATENTED DEC. 4, 1906.

E. POSSON.

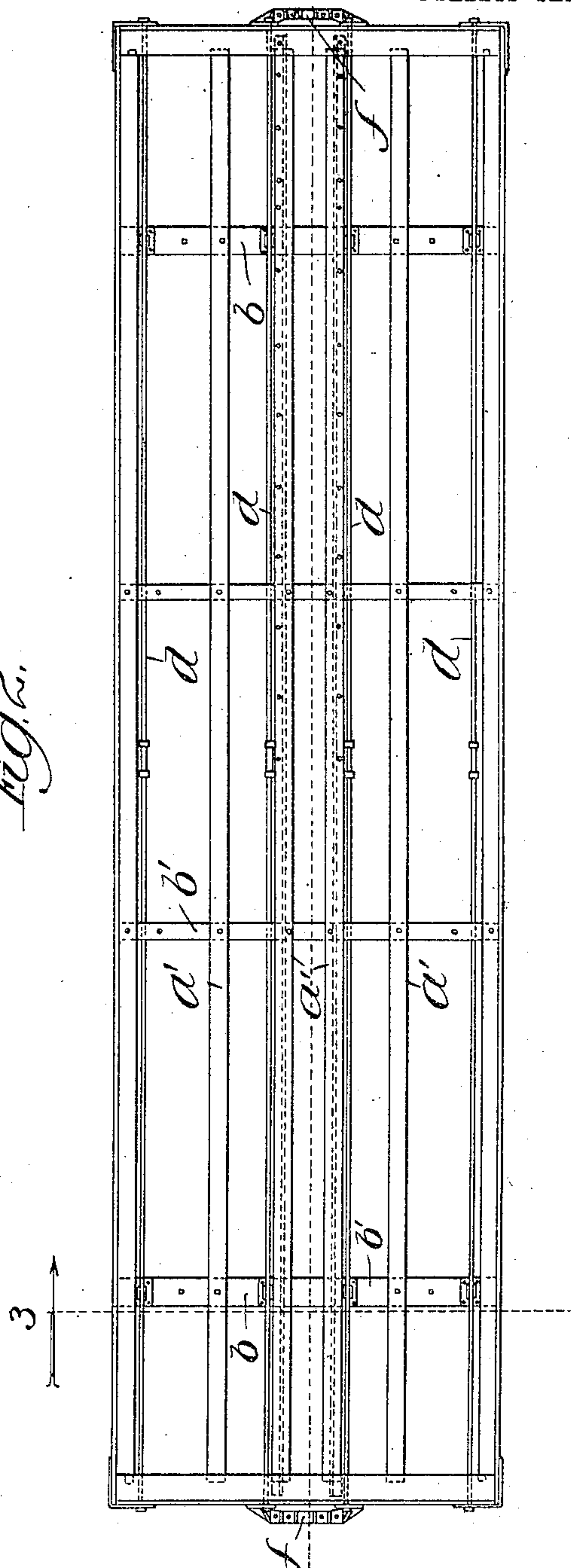
RAILWAY CAR.

APPLICATION FILED AUG. 9, 1906.

4 SHEETS—SHEET 1.



Witnesses
Ed. Chyld.
Chas. H. Bull



Inventor:
Edward Posson,
By Thomas C. Sheridan,
Att'y.

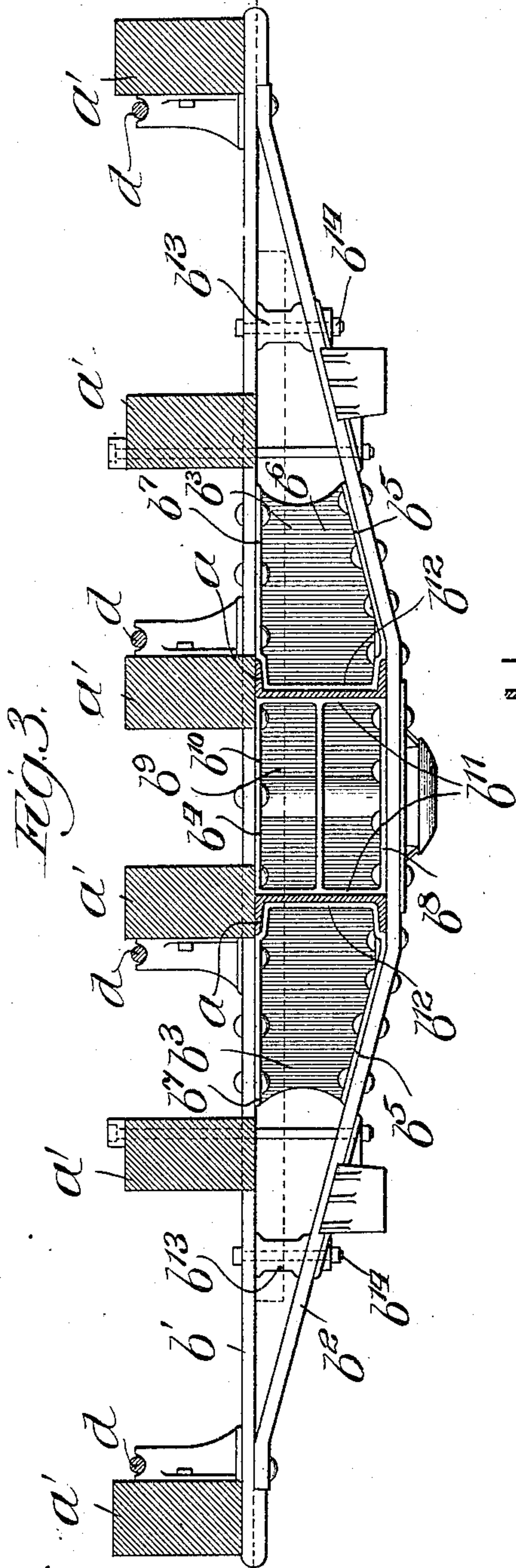
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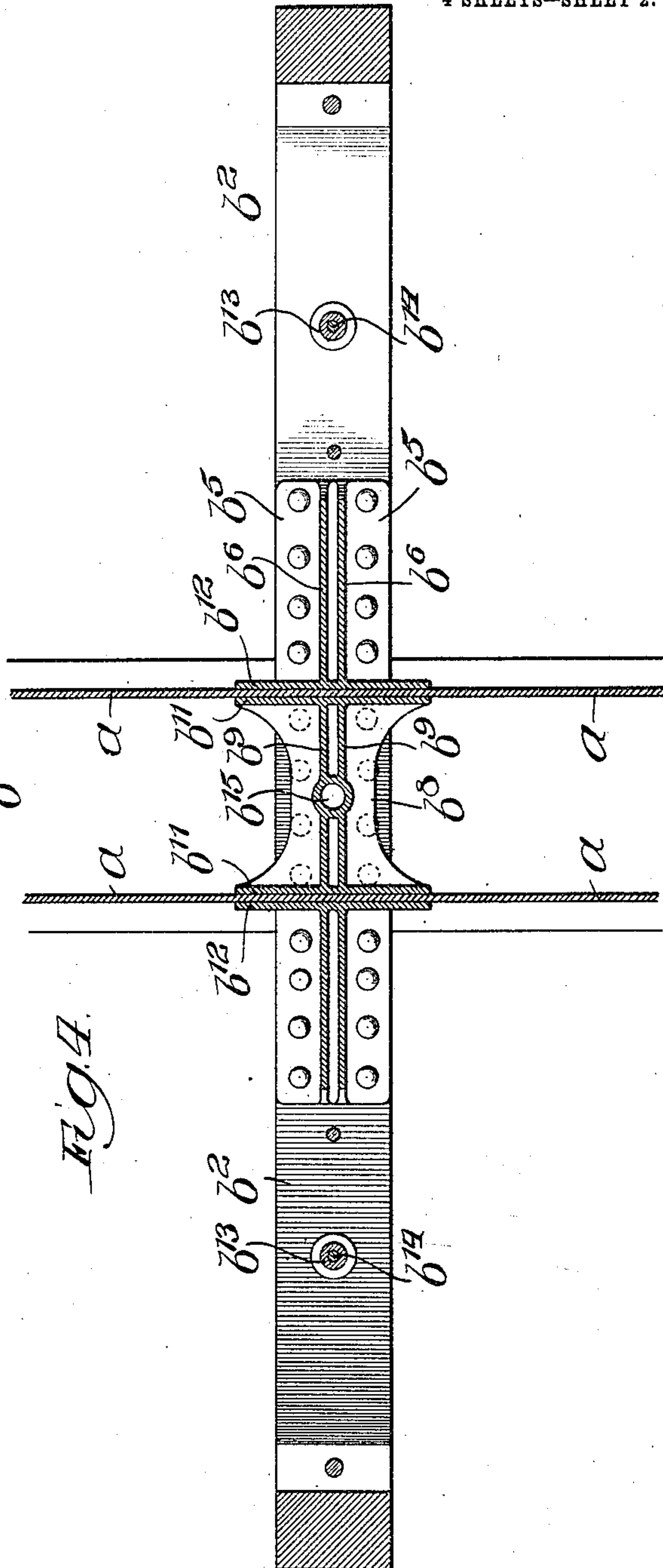
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RAILWAY CAR.

APPLICATION FILED AUG. 9, 1906.

4 SHEETS—SHEET 2.



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4 SHEETS—SHEET 3.

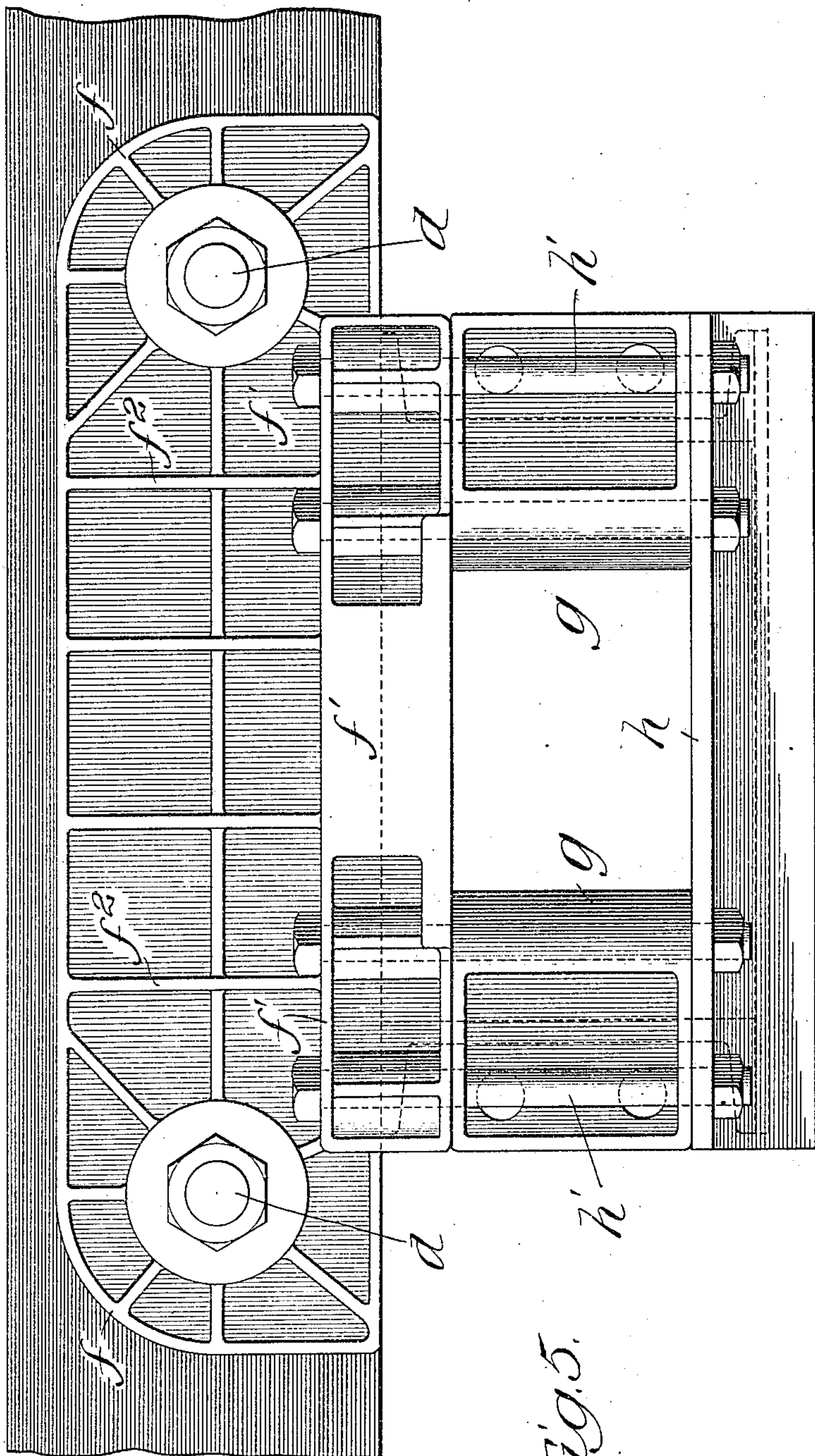


Fig. 5.

Witnesses:
Edw. Chylard.
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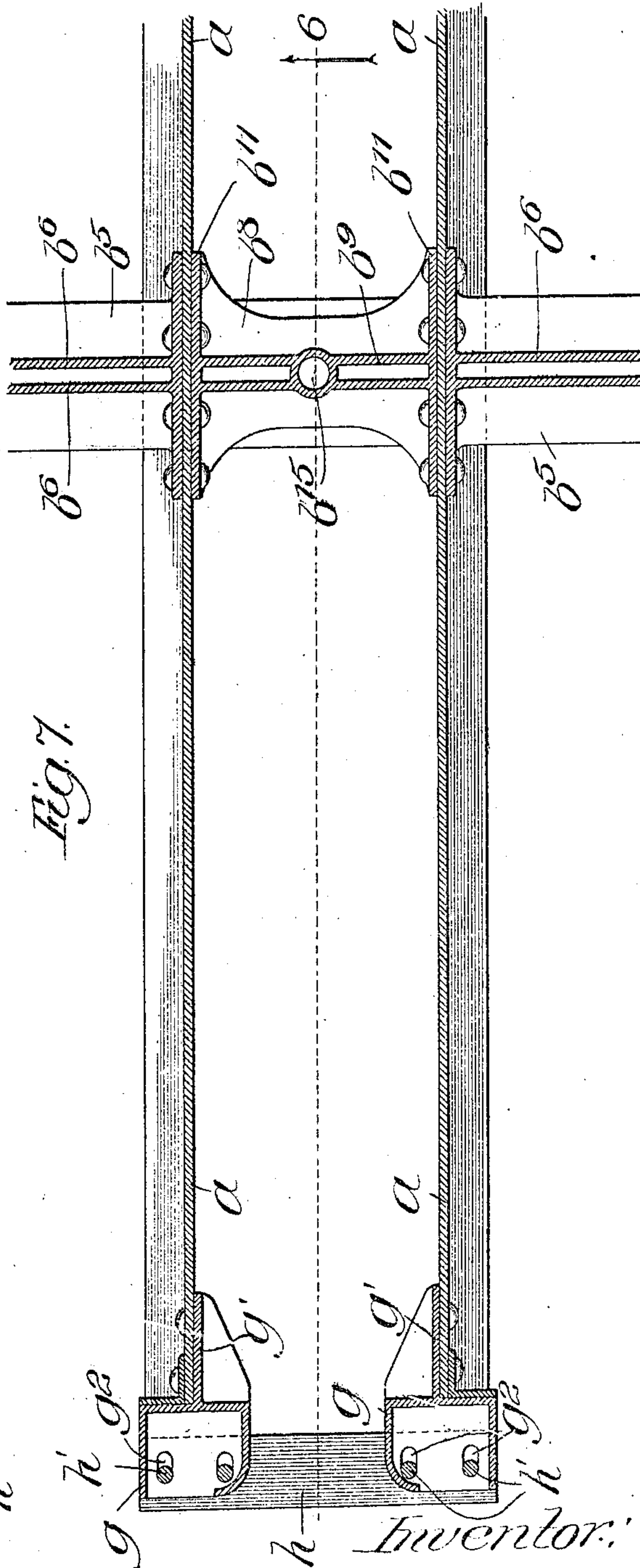
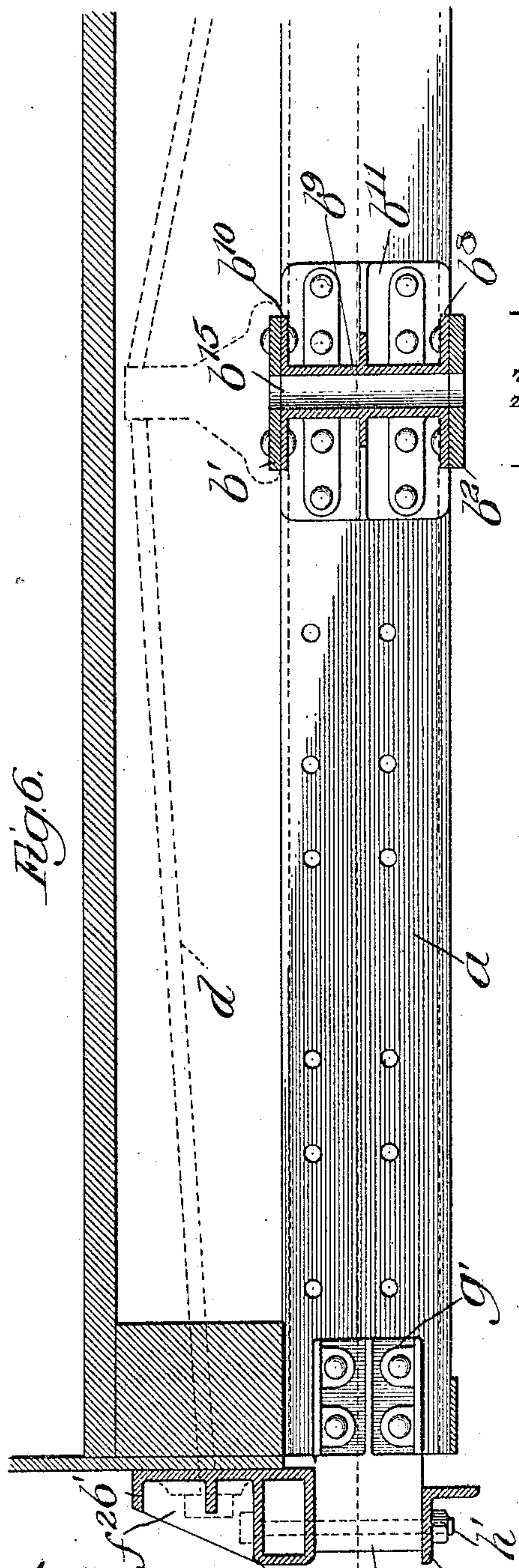
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E. POSSON.
RAILWAY CAR.

APPLICATION FILED AUG. 9, 1906.

4 SHEETS—SHEET 4.



Witnesses:

Wm. A. Chaylors

Chas. H. Dwell.

Inventor:

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UNITED STATES PATENT OFFICE.

EDWARD POSSON, OF CHICAGO, ILLINOIS.

RAILWAY-CAR.

No. 837,721.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed August 9, 1906. Serial No. 329,837.

To all whom it may concern:

Be it known that I, EDWARD POSSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Cars, of which the following is a specification.

My invention relates to railway-cars, and has for its object to provide an improved car, especially to provide an improved under-frame, bolster mechanism, and dead-block or buffer-block mechanism.

To this end my invention consists in the details and combinations hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation, partly in section, of a car embodying my improvements. Fig. 2 is a plan view thereof with the flooring removed. Fig. 3 is a transverse section showing the bolster. Fig. 4 is a longitudinal section on the line 4 of Fig. 3. Fig. 5 is an end elevation, showing my improved dead-block or buffer-block. Fig. 6 is a longitudinal section on the line 6 of Fig. 5. Fig. 7 is a sectional plan view on the line 7 of Fig. 6.

In the accompanying drawings, *a* represents a longitudinal center sill composed of channel-beams.

b represents the body-bolster comprising upper and lower members *b'* *b''*.

The longitudinal sills extend throughout the length of the car from end to end thereof, and the upper and lower members of the body-bolster extend entirely across the car from side to side thereof and are properly spaced apart by filling-blocks *b³* *b⁴* and spacing-blocks *b¹³* between the filling-blocks and the ends of the bolster.

The filling-blocks, as shown, consist of three members—the side members *b³* and the center member *b⁴*—these members being spaced apart at their adjacent ends for the reception of the longitudinal members of the center sill. The side filling members consist of flanged plates having lower flanges *b⁵*, upper flanges *b⁷*, and web portions *b⁶*, the web portions *b⁶* connecting the upper and lower flanges. It will be observed that these web portions *b⁶* are spaced apart, as clearly indicated in Fig. 4. The central filler-block consists of lower flanges *b⁸*, upper flanges *b¹⁰*, and spaced webs *b⁹*, these webs being formed at their central point into a vertical recess *b¹⁵* for the reception of a king-bolt. The side

filling-blocks are provided with end flanges *b¹²*, and the center filling-block with end flanges *b¹¹*, these being the adjacent ends of the fillers between which the longitudinal sill members are received.

Suitably supported upon the bolsters and extending from end to end of the car is a plurality of longitudinal floor-beams *a'*. Suitable cross-beams *b'* extend from side to side of the car, and beneath these cross-beams are mounted needle-beams *c*. Truss-rods *d* extend under the needle-beams and up and over the body-bolster, extending to the end sills *e* of the car. Upon the end sills I mount a dead-block or buffer-block *f*, comprising a casting provided with integral side flanges *f²* and a hollow lower flange *f'*, connecting the side flanges. Suitably attached to the ends of the longitudinal sill are spacer-blocks *g*, having rearward extensions *g'* riveted to the longitudinal sills. These spacer-blocks *g* are formed with box-like portions at their forward ends, and in the lower portions of these box-like portions I provide slots *g²*. The lower cross-bar *h* is secured to the spacer-blocks through the medium of bolts *h'*, passing through the hollow flange of the upper member through the box-like portion of the spacer member and the slots therein. I thus provide for a slight adjustment of the lower member *h*. The blocks *g* serve as stops for the draft-rigging, which is secured to the longitudinal sills as usual.

It will be observed that the truss-rods *d* extend through the end sills and the dead-blocks, to which they are secured by suitable nuts, as clearly shown in Figs. 5 and 6. These truss-rods thus serve to tie the end sills firmly together and prevent the draft-rigging from being pulled away.

It will be seen that I have provided a car in which the load-carrying center sills extend the entire length of the car unbroken, that I provide an extremely rigid and substantial body-bolster of very simple construction, and that I have provided an improved form of dead-block.

I claim—

1. A railway-car having longitudinal sills and end sills, draft-rigging secured to the longitudinal sills, dead-blocks secured to the end sills, each of said dead-blocks comprising an upper flanged member, spacing members and a lower cross-bar, and tie-rods connecting the opposite end sills and the dead-blocks thereon.

2. A filler for bolsters comprising members having upper and lower flanges and spaced web members connecting the flanges.

3. In a railway-car, a dead-block having
5 an upper member provided with integral side flanges, an integral hollow flange connecting the side flanges, a lower cross-bar, spacing-blocks between the upper member and the lower cross-bar, and means for connecting
10 the members together.

4. In a railway-car, a dead-block comprising an upper flanged member secured to the end sill, spacing members secured to the longitudinal sills, and a lower member adjustably connected to the spacing members.

EDWARD POSSON.

Witnesses:

SMITH R. CURTIS,
O. J. SCHUMACHER.