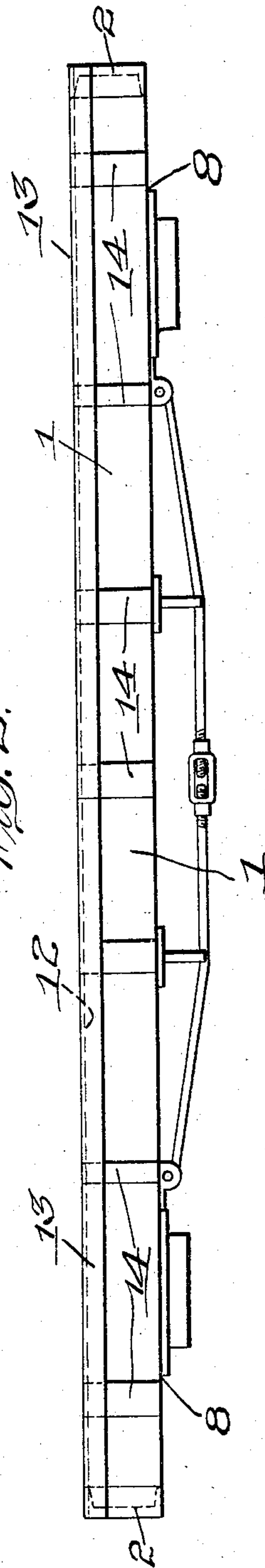
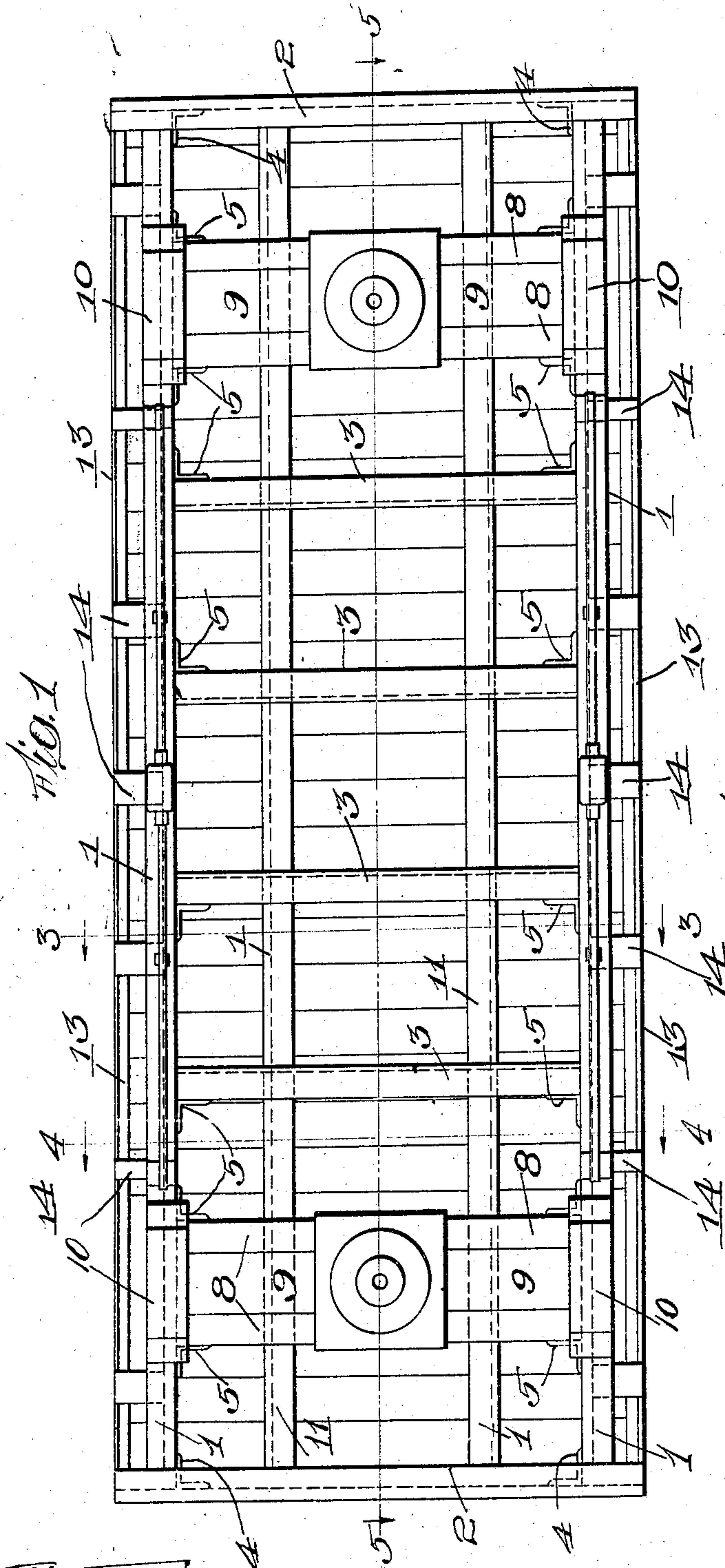


No. 861,914.

PATENTED JULY 30, 1907.

A. STRAKER.
FREIGHT CAR CONSTRUCTION.
APPLICATION FILED MAY 21, 1906.

2 SHEETS—SHEET 1.



Witnesses:
C. V. Donnanus.
C. F. Kuebler

Inventor:
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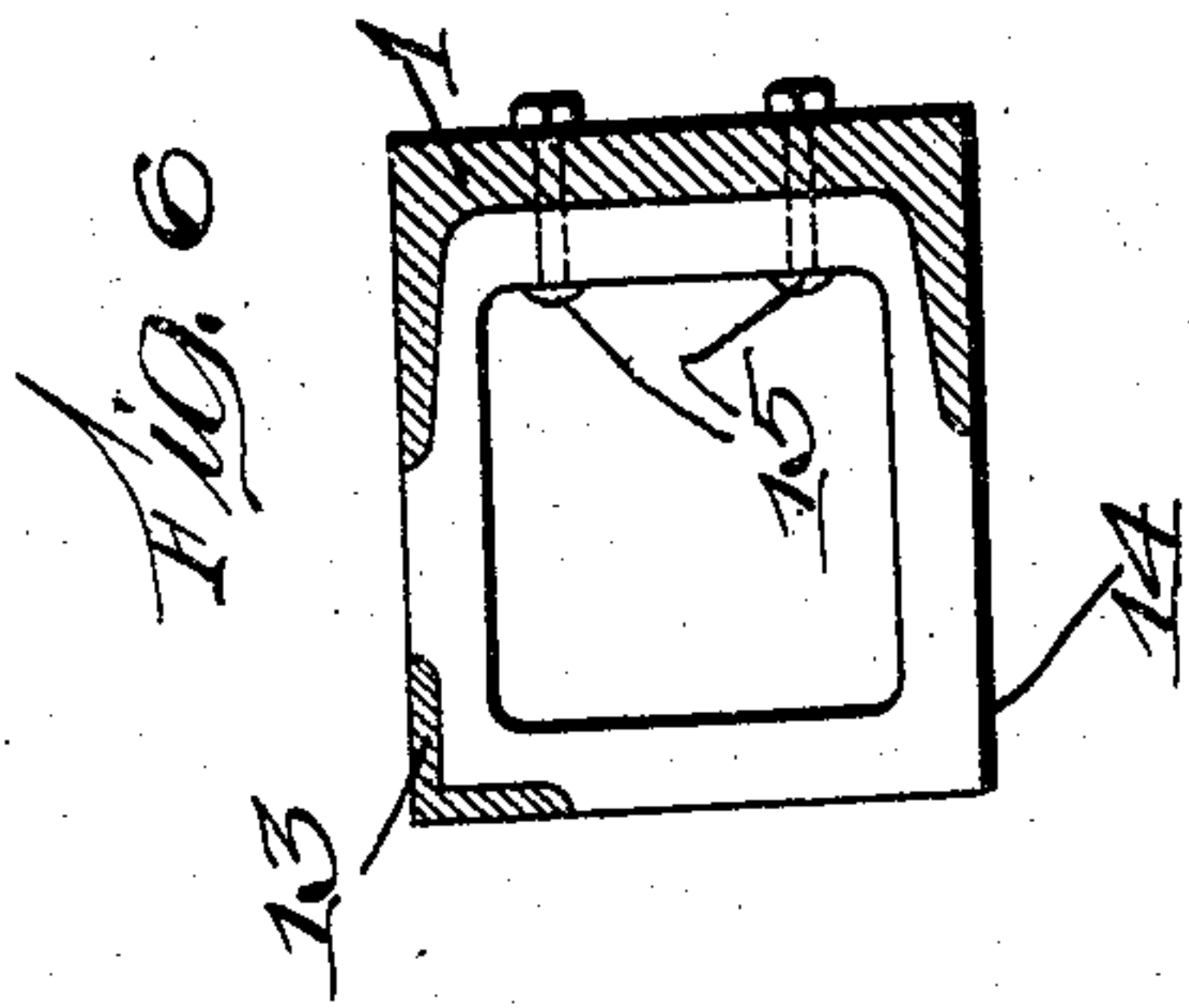
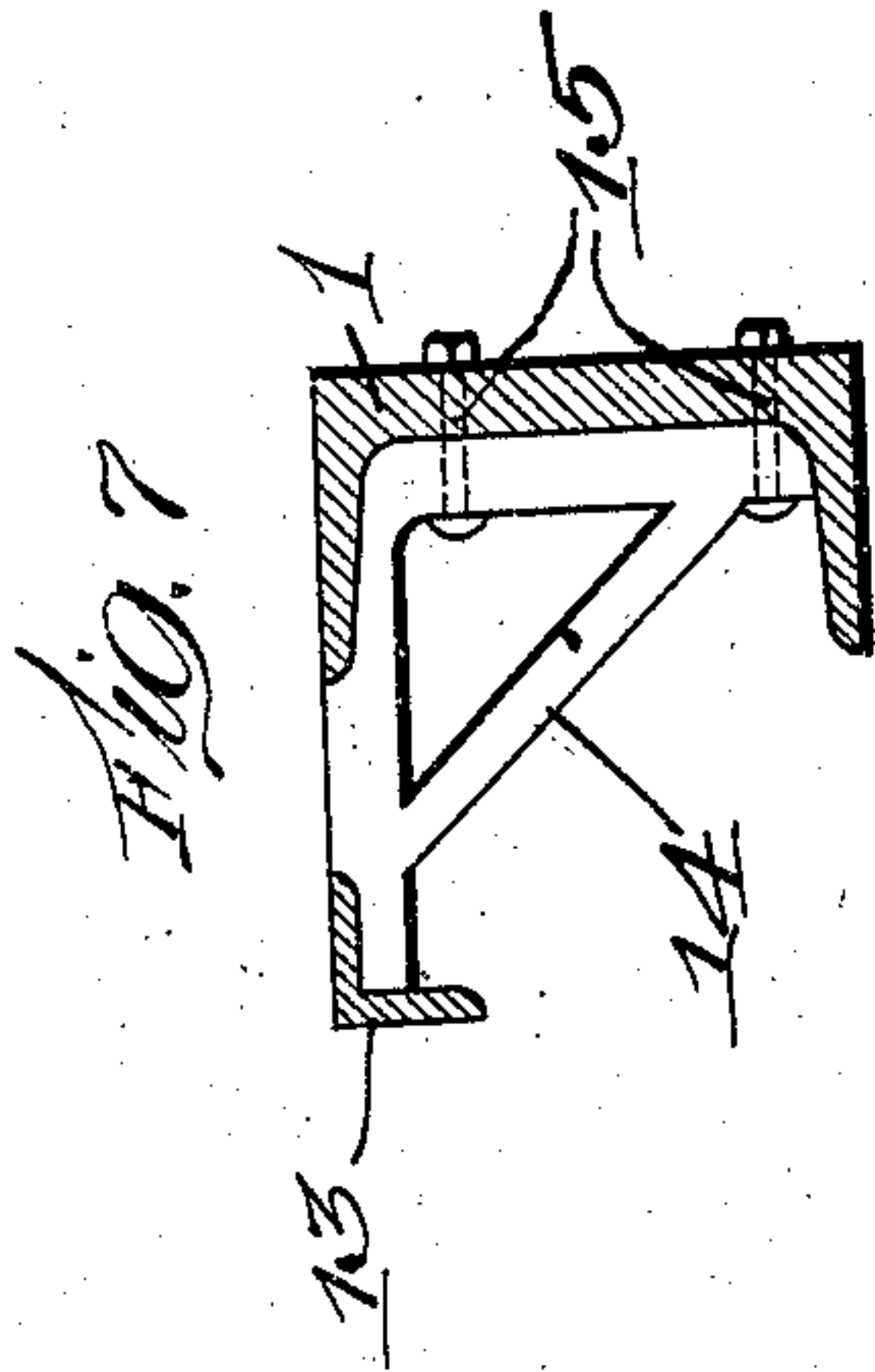
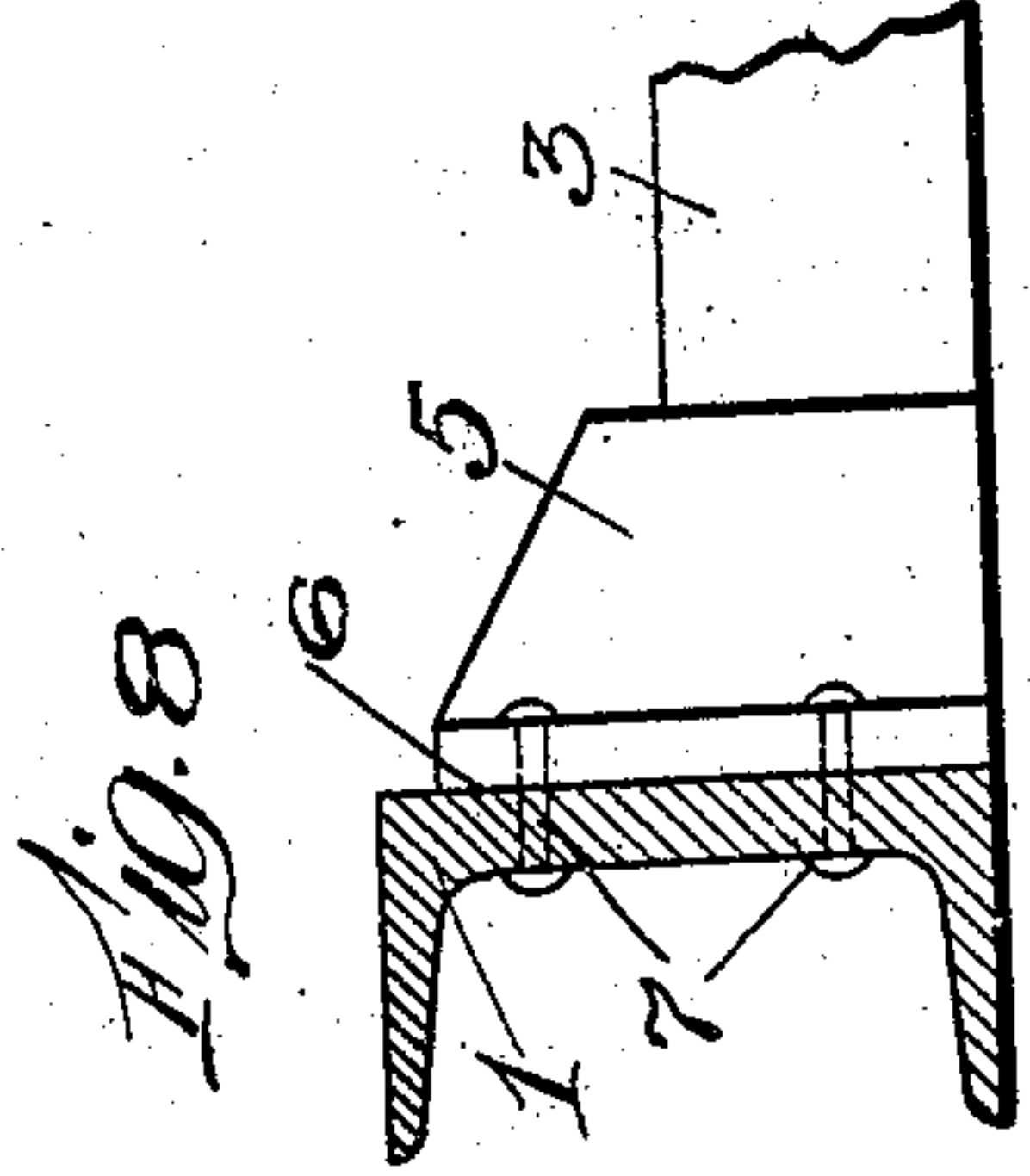
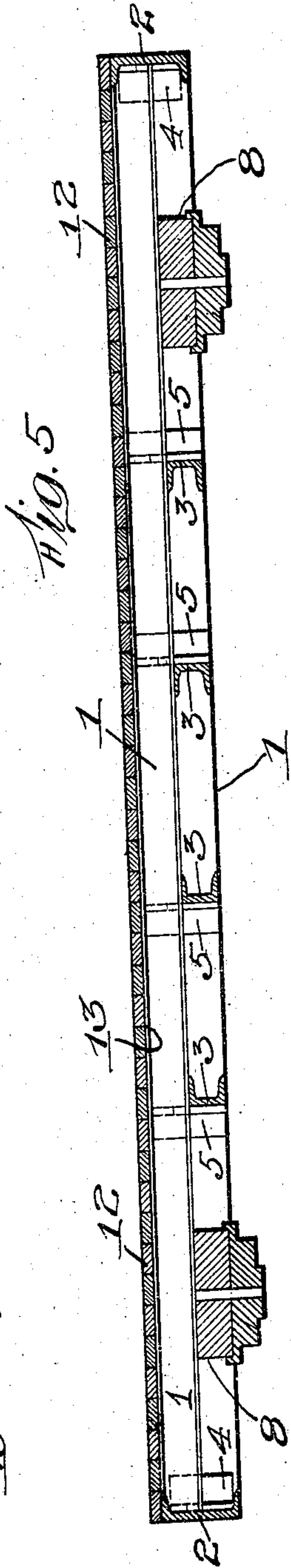
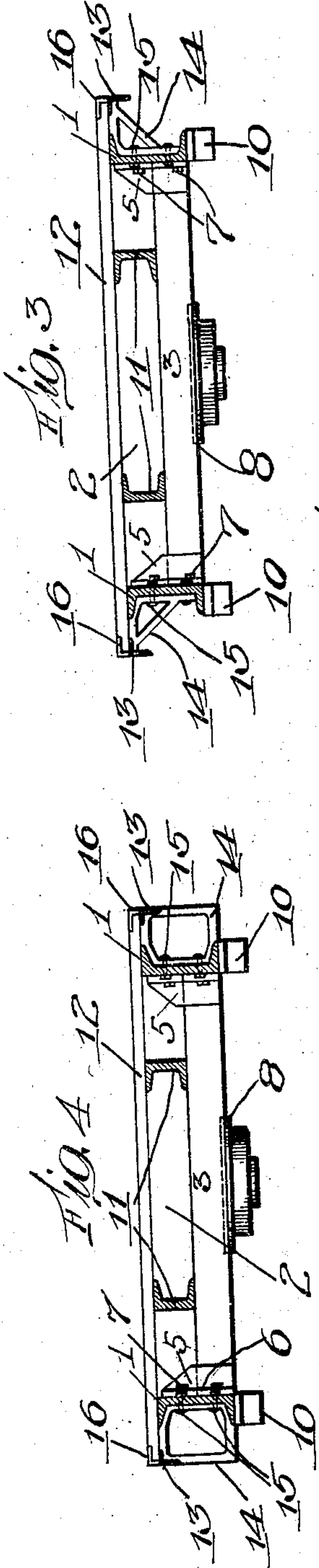
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FREIGHT CAR CONSTRUCTION.

APPLICATION FILED MAY 21, 1906.

2 SHEETS—SHEET 2.



Witnesses:
J. V. Donmarus
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UNITED STATES PATENT OFFICE.

ANTON STRAKER, OF CHICAGO, ILLINOIS.

FREIGHT-CAR CONSTRUCTION.

No. 861,914.

Specification of Letters Patent.

Patented July 30, 1907.

Application filed May 21, 1906. Serial No. 373,027.

To all whom it may concern:

Be it known that I, ANTON STRAKER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Freight-Car Construction, of which the following is a specification.

This invention relates to new and useful improvements in car constructions and relates more particularly to that class of cars known as gondolas.

10 It is an object of this invention to provide a novel frame for a car that is made of metal and one that is effectually braced against strain thereof.

It is also an object of this invention to produce a device of the character noted which will possess advantages in points of simplicity, efficiency and durability, proving at the same time comparatively inexpensive to produce and maintain.

With the foregoing and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail, reference will be had to the accompanying drawings forming part of this specification wherein like characters denote corresponding parts in the several views, in which—

Figure 1, is a bottom plan view of a car constructed according to the invention. Fig. 2, is a side elevation. Fig. 3, is a sectional view on the line 3—3 of Fig. 1. Fig. 4, is a sectional view on the line 4—4 of Fig. 1. 30 Fig. 5, is a sectional view on the line 5—5 of Fig. 1. Figs. 6, 7, and 8 are detail views of the invention.

In the drawings 1, denotes the side sills of the frame which extend the entire length of the car and 2—2 are the end sills which are secured to the side sills 1, by 35 means of the angular fasteners 4.

Positioned between the side sills 1, are the cross angular irons 3, which terminate in the corner irons 5. Each of the corner irons is provided with a flange 6, which bears against the side sills 1, and is secured 40 thereto, through the medium of the bolts or rivets 7.

Near each end of the car is positioned, closely adjacent each other, a pair of cross irons 8, which are similar in construction and attached in like manner as the irons 3. Fitting between the irons 8, is a cross block 9, which extends within the brackets 10. Said brackets are secured to the lower face of the side sills and depend therefrom and extend slightly beyond the interior edges, and are rectangular in shape as shown in Fig. 4. The blocks 9, with the cross irons 8, form the bolsters of the frame.

Resting upon the upper face of the angular cross irons 3, are the channel irons 11, which have their upper faces flush with the upper faces of the side sills 1. Resting on the side sills and channels is the flooring 12. This flooring projects beyond the side sills 1. To support that portion of the flooring beyond the side sill 1, the small longitudinal irons 13, are employed which extend the entire length of the car and have formed therewith brackets 14, which are secured to the side sills 1, by means of the bolts 15. These brackets are riveted to the smaller longitudinal irons. The flooring is held against displacement by the angular irons 16. The brackets 14, vary in form, as is plainly shown in Figs. 7 and 8.

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

In a frame, side sills, cross sills interposed therebetween and secured thereto and terminating in corner-irons, means engaging the corner-irons and the side sills for holding the cross sills against displacement, longitudinal sills resting on the cross sills, a flooring resting on the aforesaid side sills and projecting therebeyond, longitudinal sills for supporting that portion of the flooring beyond the side sills, said longitudinal sills being provided with brackets and means for securing the brackets to the side sills.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

ANTON STRAKER.

Witnesses:

WM. M. WERTZ,
LOUIS MARKS.