

J. B. STRAUSS.
 SOUND DESTROYING DEVICE FOR RAILWAYS, &co.
 APPLICATION FILED JAN. 28, 1907.

937,338.

Patented Oct. 19, 1909.

Fig. 1

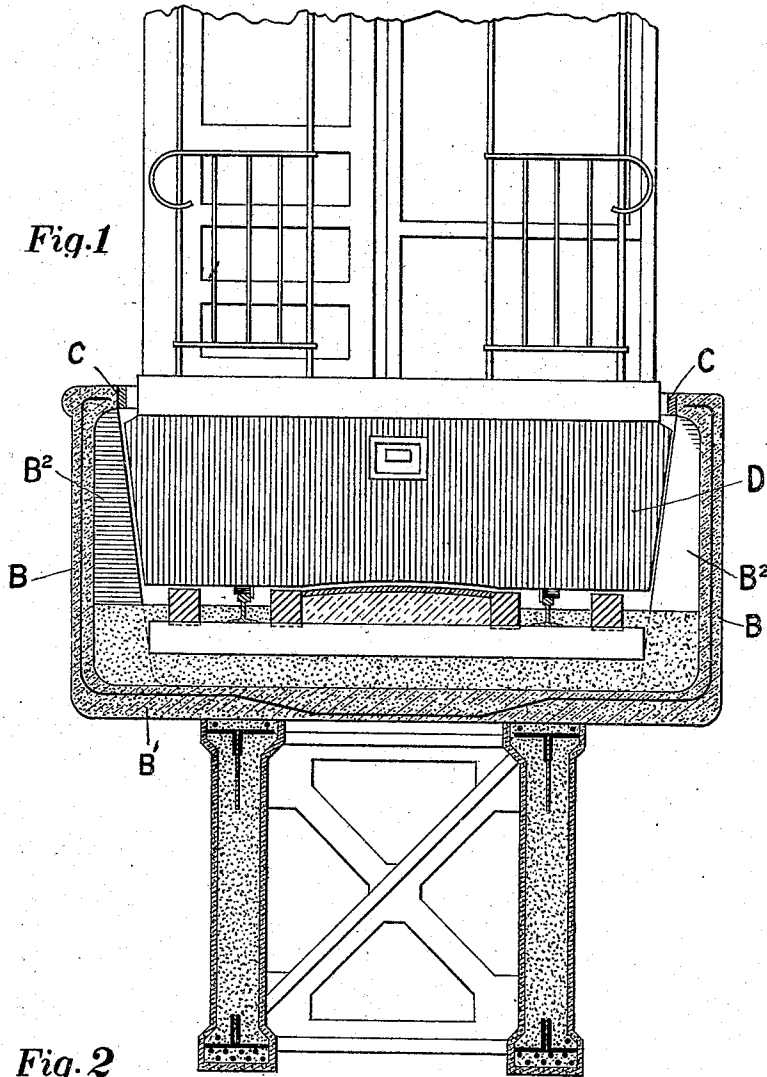
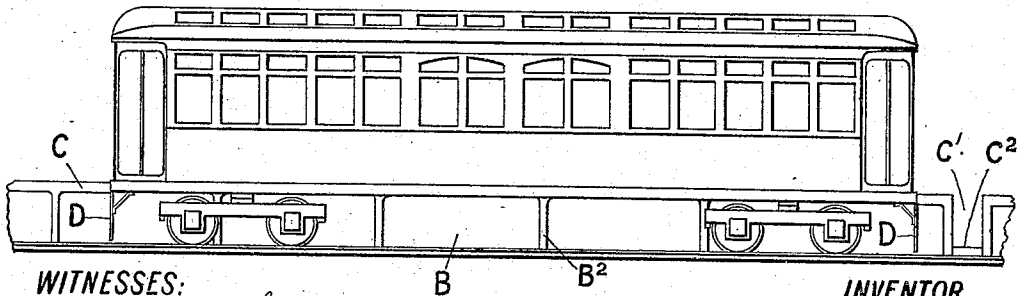


Fig. 2



WITNESSES:

John M. Culver
 Edna H. Reynolds.

INVENTOR

Joseph B. Strauss
 by Parker & Carter
 attys.

UNITED STATES PATENT OFFICE.

JOSEPH B. STRAUSS, OF CHICAGO, ILLINOIS.

SOUND-DESTROYING DEVICE FOR RAILWAYS, &c.

937,338.

Specification of Letters Patent.

Patented Oct. 19, 1909.

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To all whom it may concern:

Be it known that I, JOSEPH B. STRAUSS, a citizen of the United States, residing at Chicago in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Sound-Destroying Devices for Railways, &c., of which the following is a specification.

This invention relates to sound destroying devices for railways, and has for its object to provide a new and improved device of this description.

The invention is illustrated in the accompanying drawings, wherein—

Figure 1 is a cross sectional view showing one form of construction embodying my invention; Fig. 2 is a side view with parts broken away.

The present invention is adapted to be applied to steam, electric or other railways, either when operated upon elevated structures, the street or in a tunnel, or in any other situation where it is desired to reduce or eliminate noise.

Referring now to the drawings, a track constructed in any desired manner is provided for the car or cars. Associated with this track and on each side thereof are track inclosers B which preferably extend up even with or above the lower edge of the car. These track inclosers or side walls B may be made of any desired material, and arranged in any desired manner. As herein shown they are made of concrete steel, and are connected together by a bottom piece B¹ which extends under the track,—the two walls B and the bottom piece B¹ in this instance being integral. These side walls or inclosers B may be provided at suitable intervals with strengthening ribs B² if desired. The upper edges of these inclosers are arranged so as to come into proximity to the body of the car and may be provided with engaging faces C of some suitable material such as cloth, paper, rubber, wood or the like which will not injure the sides of the car and which is adjustable so as to adjust itself to the motion of the car. Any other arrangement may be used if desired for bringing the edges of the inclosers in proximity to the sides of the car so as to avoid any considerable space between them, and the arrangements may be such as to have actual contact or no contact, as the case may be. There may also be provided at intervals openings C¹ through which any one on the

track may pass to get out of the way of the car, a suitable platform C² being provided for this purpose. The cars may be provided at the front and rear with the aprons or inclosing end pieces D which extend down to the track so as to completely confine the noise. It will be seen that by means of this construction the sound or noise due to the motion of the car or train is confined to the space beneath the car or train. The sound waves being thus confined impinge one upon the other and upon the sides of the inclosing structure and are broken up into eddies which tend to neutralize each other. It will thus be seen that these sound waves are, as it were, finally dissipated by the resistance encountered. This structure also prevents derailment of the cars. The inclosers act as curtain walls as they extend to the bottom of the car body, and inclose the running gear.

I claim:

1. The combination with a car of two fixed track inclosers, one at each side thereof, and which extend upwardly into proximity to the sides of the car so as to prevent the escape of noise due to the motion of the car, the upper ends of said track inclosers provided with adjustable material extending therealong at the points opposed to the car, and arranged so as not to injure the sides of the car.

2. The combination with a car of two sets of track inclosers, one set attached to a fixed part at the sides of the track so as to be fixed in position, the other set attached to the car at the ends thereof so as to be movable with the car, the two sets coöperating as the car travels along the track.

3. The combination with a car of track inclosers associated therewith having edges which come into proximity with the body of the car, said track inclosers connected together under the track by an integral structure.

4. The combination with a car of a track, a concrete floor or bottom piece beneath said track having upwardly turned portions integral therewith which form track inclosers, the edges of said portions adapted to come into proximity to the body of the car.

5. An inclosing device for car tracks embracing a support for the track with curtain walls integral therewith extending to the bottom of the car body and adapted to inclose the running gear.

6. An inclosing device for car tracks, comprising a pair of curtain walls extending to the bottom of the car body, and adapted to inclose the running gear, and means for securing a tight fit between said walls and the car body.

7. The combination with a car of inclos-

ing devices for the running gear, part of said inclosing device being stationary, and part moving with the car.

JOSEPH B. STRAUSS.

Witnesses:

EDNA K. REYNOLDS,
SOPHIE B. WERNER.