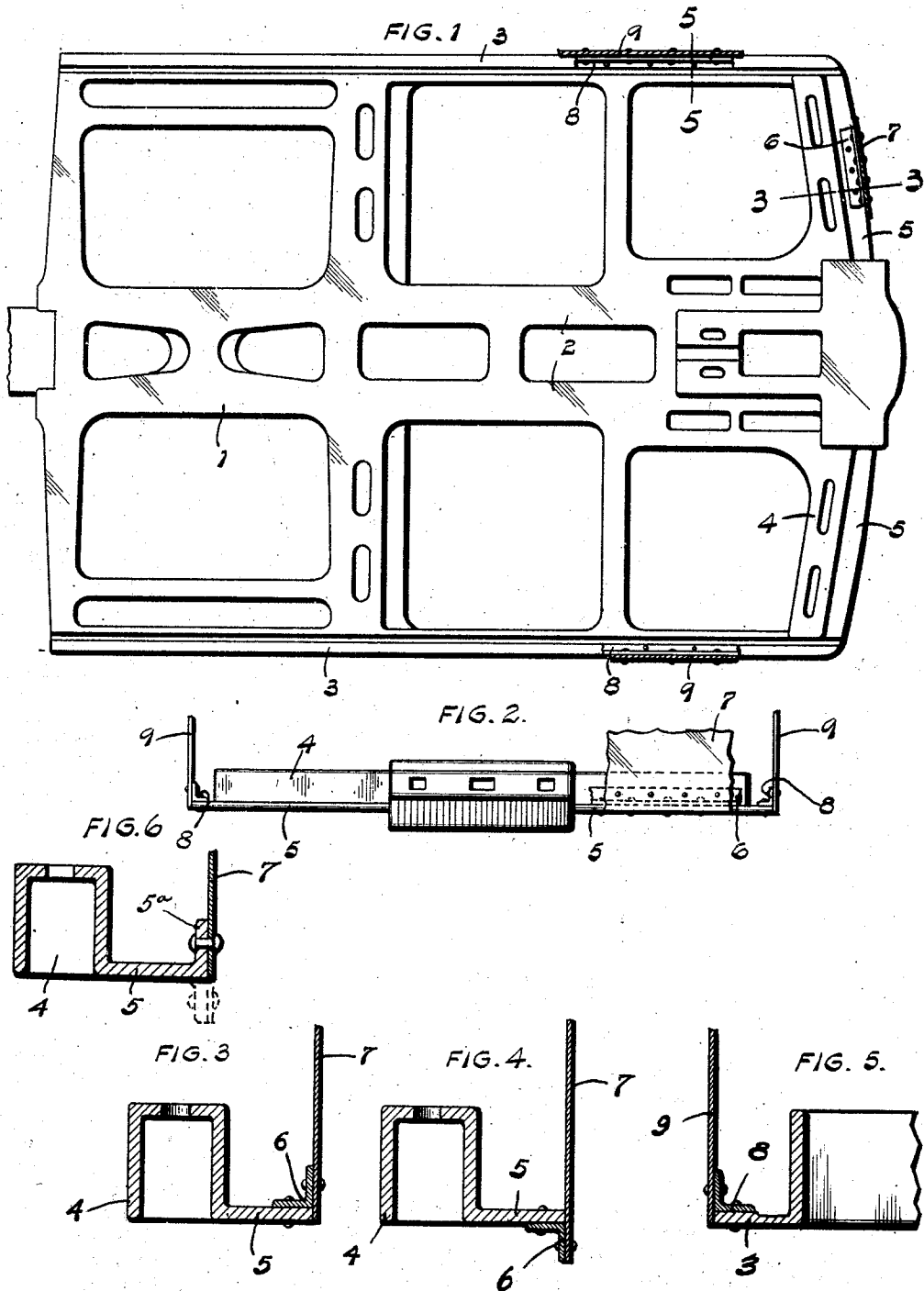


J. W. TAYLOR.
CAR CONSTRUCTION.
APPLICATION FILED AUG. 4, 1911.

1,049,621.

Patented Jan. 7, 1913.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN W. TAYLOR, OF GRANITE CITY, ILLINOIS, ASSIGNOR TO DOUBLE BODY BOLSTER COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

CAR CONSTRUCTION.

1,049,621.

Specification of Letters Patent.

Patented Jan. 7, 1913.

Application filed August 4, 1911. Serial No. 642,302.

To all whom it may concern:

Be it known that I, JOHN W. TAYLOR, a citizen of the United States, residing at Granite City, Illinois, have invented a certain new and useful Improvement in Car Construction, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a plan view of a cast metal platform and double body bolster of the type employed in my improved car construction. Fig. 2 is an end elevation of the platform and double body bolster seen in Fig. 1. Fig. 3 is an enlarged cross section taken on the line 3—3 of Fig. 2 and showing the end framing of the car body attached to the end sill of the platform. Fig. 4 is a section similar to Fig. 3 and showing a modified arrangement of attaching the vestibule end plates to the end sill of the platform. Fig. 5 is an enlarged cross section taken on the line 5—5 of Fig. 1, and showing the means employed for attaching the plates forming a part of the side sills of the car body to the side members of the combined platform and double body bolster. Fig. 6 is a section similar to Figs. 3 and 4 and illustrating an integral plate attaching flange on the platform end sill.

My invention relates generally to car construction, and more particularly to the platforms of car bodies and the means of supporting and attaching parts of the car body and end wall structure upon the platform, and double body bolster.

The principal object of my invention is to provide a simple inexpensive construction which can be readily assembled and which combines great strength and rigidity with lightness of weight.

To the above purposes my invention consists in certain features of novelty hereinafter more fully described and claimed.

In the accompanying drawing I have illustrated my improved construction in connection with a combined cast steel platform and double body bolster, and referring in detail to the drawing 1 designates the double body bolster, with which is formed integral a platform frame, comprising a center member 2, side members 3, which are

practically continuations of the side members of the double body bolster, and a platform end sill 4 which latter is preferably of inverted U-shape in cross section with a horizontally disposed flange 5 formed integral with and projecting outwardly from the lower end of the outer one of the vertical legs of said sill.

The horizontally disposed flanges 5 and the outwardly projecting flanges of the L-shaped side rails 3, preferably occupy the same horizontal plane and serve as supports for the longitudinal side of the car body and the frame work of the body end walls.

6 designates angles, the horizontal flanges of which rest upon and are rigidly fixed to the horizontally disposed flanges 5 of the end sill 4 and fixed to the vertically disposed legs of these angles 6 are plates 7, which form the outer sheathing of the end wall of the car body.

8 designates angles which are riveted on top of horizontally disposed flanges 3 with the vertically disposed legs of said angles projecting upward and riveted to said upwardly projecting legs are plates 9, which form the outer sheathing of the side walls of the car body. In some instances it may be found desirable to rivet the angles 8 on the under side of the flanges 3, and where such construction is carried out the lower edges of the sheathing plates 9 extend below said flanges 3. The lower ends of the posts of the side frames of the car body rest upon the horizontally disposed flanges of the side rails 3 between the vertically disposed legs of the angles 8 and the vertically disposed portions of said side rails. The vertically disposed posts or frame work in the end walls of the car body rest upon the flanges 5 and are attached thereto, and to the plates 7 in any suitable manner.

In Fig. 6 I have shown the flanges 5 provided with longitudinally extending vertically disposed flanges 5^a on their outer edges, which flanges take the place of the vertically disposed flanges of the angles 6, and said flanges 5^a may project upward as shown by solid lines in Fig. 6, or downward as shown by dotted lines and accomplish the same result.

Thus it will be seen that I have provided a simple means for supporting the side sills and the end frame of a car body upon a combined platform and double body bolster,

and have also provided simple means for attaching the side sills and end frames to the combined platform and double body bolster.

5 It will be readily understood that minor changes in the size, construction and combination of the various parts of my device may be made and substituted for those herein shown and described without departing
10 from the spirit of my invention, the scope of which is set forth in the appended claims.

I claim:

1. The herein described car construction comprising a combined cast metal platform
15 and double body bolster, outwardly projecting flanges on the side members of said combined platform and double body bolster and outwardly projecting flanges on the end
20 sill of the platform, all of which flanges are adapted to support the side walls of the car body and the end framing of the car body.

2. The combination with a combined cast metal platform and double body bolster, of
25 outwardly projecting flanges on the side members of said combined platform and double body bolster, and upon the end sill of the platform and vertically disposed
30 flanges on said outwardly projecting flanges, which vertically disposed flanges receive the outer sheathing plates of the car side and end walls.

3. The combination with a combined cast metal platform and double body bolster, having outwardly projecting flanges formed
35 on its side members and upon the end sill of the platform, of car body side walls supported by and fixed to the flanges on the side members, and car end framing supported by and fixed to the flanges on the end
40 sill.

4. The herein described car construction comprising a combined cast metal platform

and double body bolster, an end sill integral therewith, an outwardly projecting flange
45 integral with said end sill, which flange is adapted to support the end framing of the car body and a vertically disposed flange on said outwardly projecting flanges, which
50 vertically disposed flange receives the outer sheathing plates of the car end wall.

5. The herein described car construction comprising a combined cast metal platform and double body bolster, an end sill integral therewith, which end sill is substantially of
55 inverted U-shape in cross section, and a flange integral with the outer vertical leg of said end sill, which flange is adapted to support the end framing of the car body.

6. The herein described car construction comprising a combined cast metal platform
60 and double body bolster, outwardly projecting flanges on the side members of said combined platform and double body bolster, outwardly projecting flange on the end sill of the platform, all of which flanges occupy
65 approximately the same horizontal plane and riveting flanges on the outer portions of said outwardly projecting flanges, which riveting flanges receive the lower portions
70 of the outer sheathing plates of the car side and end walls.

7. A car end sill having an integral horizontally disposed flange projecting outward from its lower portion, and a vertically disposed flange extending along the front edge
75 of said horizontally disposed flange.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this 27th day of July, 1911.

JOHN W. TAYLOR.

Witnesses:

HAL C. BELLVILLE,
LILY ROST.