

THEODORE R. TIMBY.

Improvement in Railway Freight Cars.

No. 120,552.

Patented Oct. 31, 1871.

FIG. 1

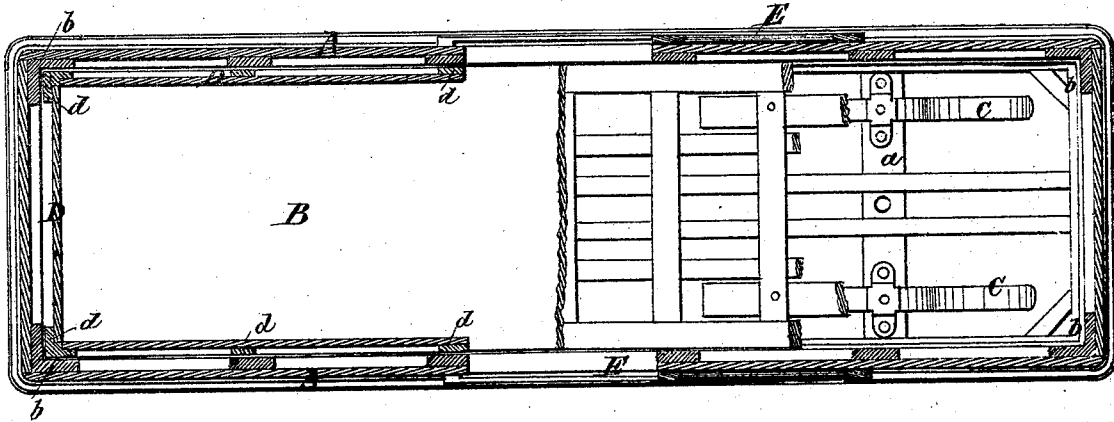


FIG. 2.

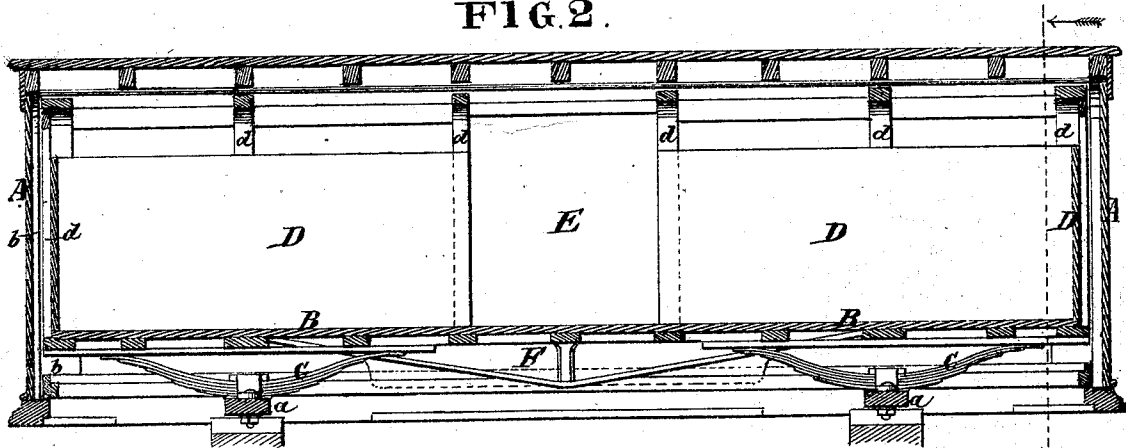
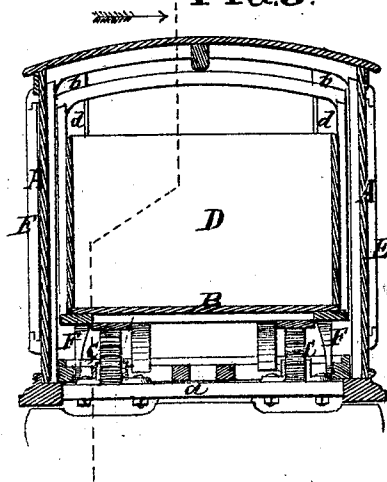


FIG. 3.



ATTEST.

Geo. L. Swine
Walter Allen

INVENTOR.

Theodore R. Timby
By [Signature]
Atty.

UNITED STATES PATENT OFFICE.

THEODORE R. TIMBY, OF TARRYTOWN, NEW YORK.

IMPROVEMENT IN RAILWAY FREIGHT-CARS.

Specification forming part of Letters Patent No. 120,552, dated October 31, 1871.

To all whom it may concern:

Be it known that I, THEODORE R. TIMBY, of Tarrytown, in the county of Westchester, State of New York, have invented certain Improvements in Railroad Freight-Cars, of which the following is a specification:

The object of this invention is to relieve the railway and the cars themselves from much of the violence and strain usually derived from the superincumbent weight of freight while the cars are in motion, and at the same time to preserve the freight from sudden concussions. To this end I provide a movable bottom, upon which freight is to be stowed, the said movable bottom being supported through the medium of springs upon the frame-work of the car. The body of the car may be, in other respects, of common form, and may rest upon common springs and be mounted on the trucks in any usual manner.

In the drawing, Figure 1 is a longitudinal section of a car-body illustrating my invention. Fig. 2 is a vertical longitudinal section, and Fig. 3 a transverse section of the same.

The body A of the car may be of common construction, excepting that it is made without a close bottom, its underneath part being formed of an open frame-work or timbers, *a a*, which support the springs C on which the movable bottom B rests. An inner frame-work, *d*, is attached to the bottom B so as to move therewith. This frame-work serves to stiffen and strengthen the movable bottom, and, in connection with the

guiding-grooves *b* at the corners, to keep it in place. Siding D, secured to the frame-work *d*, serves also to prevent friction or contact of freight against the body A of the car. E are the car-doors. Opposite these are guards F attached to the under side of the bottom B, and adapted to close or mask the spaces at the doorways, beneath the bottom, when the latter is elevated. The guards also act as braces for the bottom.

The springs C may be of any suitable form.

By this invention I am enabled to make the entire car lighter than is practicable with cars of common construction, by reason of the "stroke" of the weight of the car and its load when in motion being divided or distributed between the different springs. The freight is also relieved from the sudden concussions to which it is ordinarily subject, and the wear and violence to which the cars and the road are exposed are greatly reduced.

I claim as my invention—

As an improvement in freight-cars, the movable or detached bottom B provided with vertical sides and frame-work D *d* and guards F, the whole working in guides *b* and supported by springs C resting beneath on the timbers of the main car-body, as herein shown and described.

THEODORE R. TIMBY.

Witnesses:

OCTAVIUS KNIGHT,
WM. H. BRERETON, JR.

(121)