

(No Model.)

J. F. STEVENSON.
RAILWAY CAR.

No. 535,868.

Patented Mar. 19, 1895.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN F. STEVENSON, OF LAMOILLE, ILLINOIS.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 535,868, dated March 19, 1895.

Application filed May 28, 1894. Serial No. 512,754. (No model.)

To all whom it may concern:

Be it known that I, JOHN F. STEVENSON, a citizen of the United States, residing at Lamaille, in the county of Bureau, State of Illinois, have invented certain new and useful Improvements in Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway passenger cars the object being to provide means for preventing the noise and jar of the truck entering the car.

It is well known that in cars as now constructed and supported at each end upon the trucks the noise and jar is always greatest at the ends of the car. This is due simply because the ends are supported directly upon the trucks. My invention overcomes this objection by supporting the car from the center upon a frame work supported upon the trucks.

In the drawing I have shown the side elevation of a car constructed in accordance with my invention.

Referring to the drawing, A A indicate the end trucks which are constructed in the usual or well known manner. Supported upon said trucks, either from the upper or under side of the same, is the frame work or support B which frame work has a flat base *b* and gradually rises about midway between the trucks and terminates in a flat top *b'* the height of which is preferably about the same as the tops of the wheels. Resting upon the top *b'* of this frame work is the support C rigidly connected to the floor of the car. This support C has a top *c* equal to the area of the car while its base *c'* is shaped to fit the top *b'* of the base frame work B. This gives the car a

central support and raises the ends above the wheels and trucks without any connection therewith and in this manner prevents the noise and jar of the trucks affecting said car.

I am aware that cars have been supported upon bars having pivoted connections with the trucks, and of which Patent No. 513,889, granted to John W. Cooper, January 30, 1894, is an example, but such constructions do not cover the essential features of my invention, as the principle of my invention consists of two truncated pyramidal supports, the upper support being inverted and resting upon the top of the lower one, the upper support being longer than the lower one and projecting beyond the end trucks.

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

The combination with a car and its trucks at each end, of a frame work or support B, having a flat base *b*, said base extending from truck to truck, the frame work tapering upward, and having a small flat top *b'*, level with the top of the wheels and midway between the trucks, and a second supporting frame C, having a small flat base *c'*, about midway its length, a flat top *c*, said top being of a length equal to the length of the bottom of car, the car resting upon said top, the upper support being somewhat greater from base to top than the lower one, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN F. STEVENSON.

Witnesses:

GEO. E. PORTER,
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