

(No Model.)

2 Sheets—Sheet 1.

T. HERSEE.

RAILWAY CAR.

No. 267,078.

Patented Nov. 7, 1882.

Fig. 1.

D

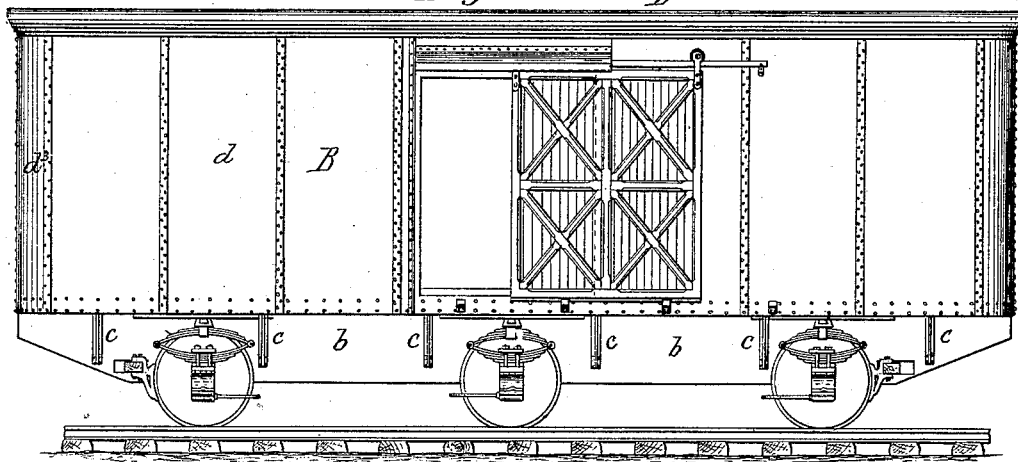


Fig. 2.

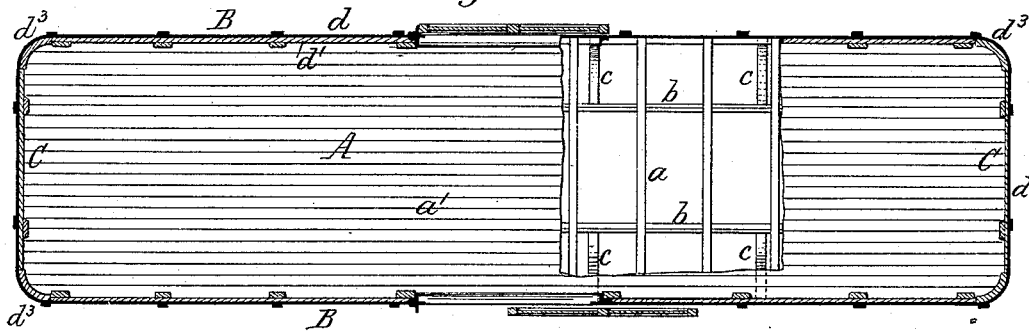


Fig. 3.

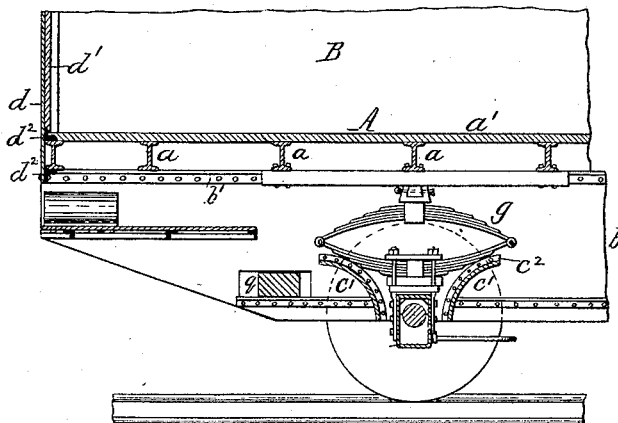
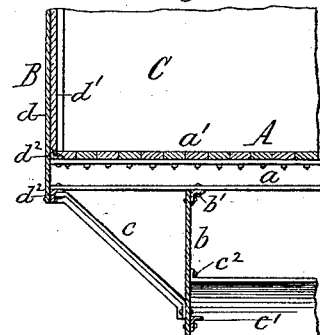


Fig. 4.



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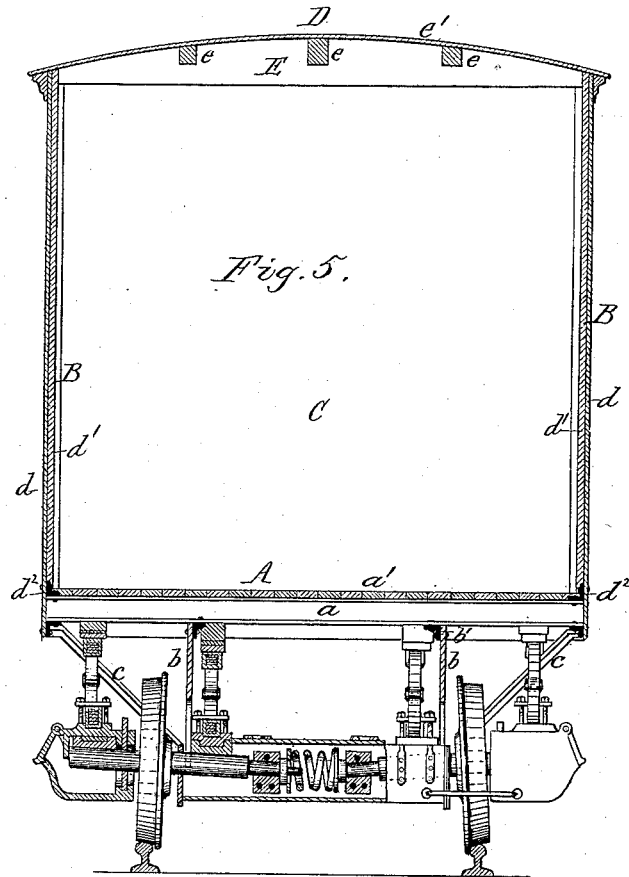
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2 Sheets—Sheet 2.

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Witnesses.

T. Hersee Inventor.
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Attorneys.

UNITED STATES PATENT OFFICE.

THOMPSON HERSEE, OF BUFFALO, NEW YORK.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 267,078, dated November 7, 1882.

Application filed September 13, 1881. (No model.)

To all whom it may concern:

Be it known that I, THOMPSON HERSEE, of the city of Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Railway-Cars, of which the following is a specification.

This invention relates to improvements in railway-cars, and has for its object to render the car light and strong and to increase its carrying capacity.

My invention consists, to that end, of the peculiar construction of the car, as will be hereinafter fully set forth, and pointed out in the claim.

In the accompanying drawings, consisting of two sheets, Figure 1 is a side elevation of my improved car. Fig. 2 is a horizontal section with a portion of the flooring removed. Fig. 3 is a fragmentary vertical longitudinal section of one end of the car. Fig. 4 is fragmentary cross-section of the car-floor. Fig. 5 is a cross-section of the car.

Like letters of reference refer to like parts in the several figures.

A represents the floor, B the sides, C the ends, and D the roof, of my improved railway-car.

The floor A is composed of cross-beams *a*, constructed of rolled iron, preferably of I shape, and flooring *a'*, which is bolted or otherwise secured to the upper sides of the beams *a*, and which runs lengthwise of the car, thereby greatly increasing the resisting capacity of the floor to the longitudinal shocks and strains to which it is subjected when the car is in use. The cross-beams *a* are further connected by two longitudinal stringer-plates, *b*, secured to the under side of the beams *a* by angle-irons *b'*, and running from end to end of the car.

c represents lateral diagonal braces arranged at suitable distances apart, and secured with their lower ends to the plates *b* and with their

upper ends to the ends of the cross-beams *a*, whereby the plates *b* are firmly connected with the beams *a*. The plates *b* are connected with each other by cross-stays *c'*, composed of curved plates, which are secured with their ends to the inner sides of the plates *b* by means of flanges *c''*.

The sides B and ends C of the car are composed of an outer sheathing of sheet-iron, *d*, and an inner lining of wood, *d'*, firmly bolted together. The lower portion of the sheathing *d* covers the ends of the beams *a*, and is secured to the latter by means of longitudinal angle-irons *d''*, secured respectively to the upper and lower sides of the beams, as clearly shown in Figs. 3 and 4. The corners of the car-body are rounded, as shown at *d'''*, whereby a very firm connection of the sides and ends is effected.

The roof D is composed of rafters E, which are supported with their ends upon the sides of the car-body, and which carry stringers or longitudinal pieces *e*, to which are secured the roof-boards *e'*. The latter run crosswise of the car, and are bent to the desired curvature, which is that of the arc of a circle, as shown in Fig. 5.

The car-body, constructed as hereinbefore described, is light, strong, neat in appearance, and very durable.

I claim as my invention—

In a railway-car, the combination, with the floor-beams *a*, arranged crosswise, and flooring *a'* and stringers *b*, secured lengthwise to the beams *a*, of diagonal braces *c*, extending laterally from the stringers *b* and connecting the same with the floor-beams, substantially as set forth.

THOMPSON HERSEE.

Witnesses:

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