No. 809,613. PATENTED JAN. 9, 1906.

L. A. HOERR.

RAILWAY CAR.

APPLICATION FILED APR. 28, 1905.

Fig. 1.

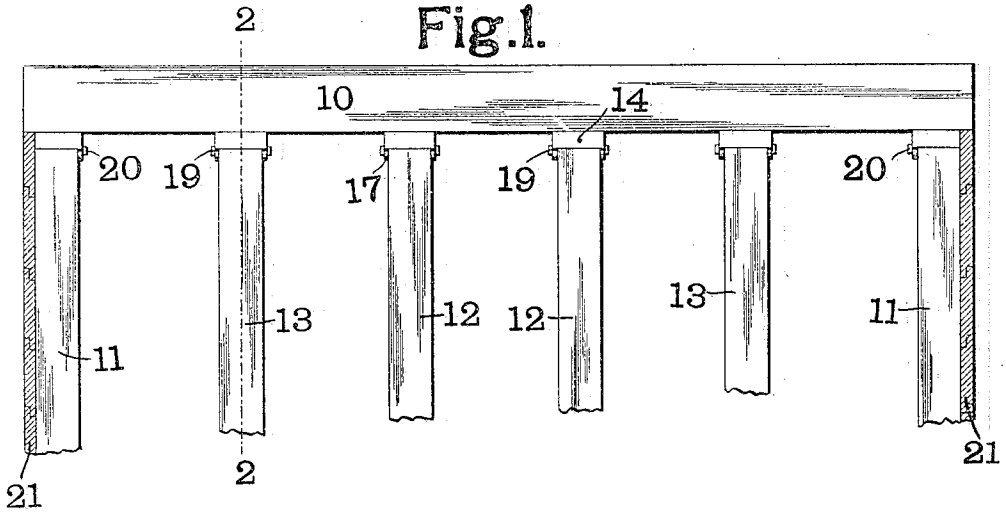


Fig. 2.

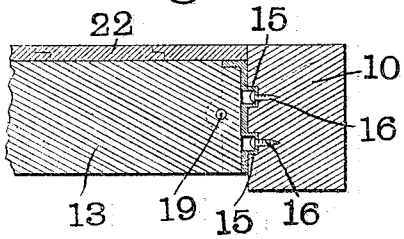


Fig. 3.

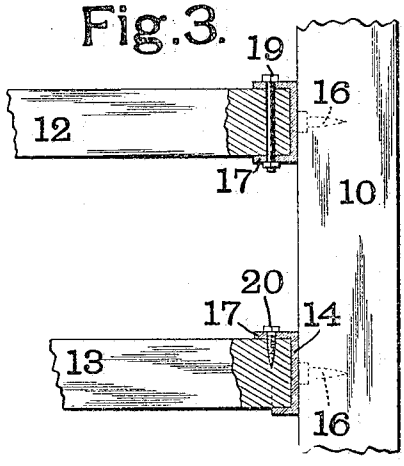
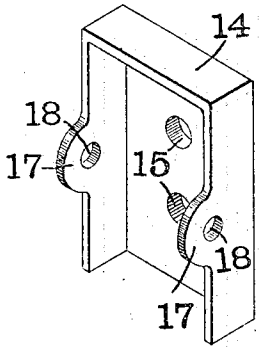


Fig. 4.



WITNESSES:

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LOUIS A. HOERR, OF ST. LOUIS, MISSOURI.

RAILWAY-CAR.

No. 809,613. Specification of Letters Patent. Patented Jan. 9, 1906.

Application filed April 28, 1905. Serial No. 257,829.

To all whom it may concern:

Be it known that I, LOUIS A. HOERR, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Improvement in Railway-Cars, of which the following is such a full, clear, and exact description as will enable any one 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.

My invention relates to a railway-car, and more particularly to the form of timber-pocket for securing the longitudinal and end sills of the frame of a car together.

My invention consists, mainly, in providing the timber-pocket not only with means for securing it to the end sill, but also with means for positively securing it to the longitudinal sill.

In the accompanying drawings, which show so much of a railway-car as is necessary to illustrate my invention, Figure 1 is a top plan view of one end of the frame of the car, the flooring being removed. Fig. 2 is a section on the line 2 2 of Fig. 1. Fig. 3 is a bottom view, partly in section; and Fig. 4 is an enlarged isometric projection of one of the timber-pockets.

Like marks of reference refer to similar parts in the several views of the drawings.

10 represents the end sill of the car, to which are secured the longitudinal sills, consisting of two side sills 11, two center sills 12, and two intermediate sills 13.

14 represents the timber-pockets. Each of the timber-pockets is provided with an opening adapted to receive one end of one of the longitudinal sills 11, 12, or 13 and has a face adapted to rest against the end sill 10. On this face is formed two hollow bosses 15, which are provided with screw-holes. The bosses are let into corresponding openings in the end sill 10 and are secured to said end sill by means of screws 16 passing through the openings in the bosses into the said end sill 10. The lower end of each of the timber-pockets is left open, as is clearly shown in the drawings, and the upper end is preferably let into the longitudinal sill, as shown in Fig. 2, so as to be flush therewith and not interfere with the flooring 22. One or both sides of each of the timber-pockets 14 is provided with a lug 17, having an opening 18 for a bolt or screw. In case both sides are provided with the lugs 17 I prefer to use a bolt 19, passing through both lugs and the longitudinal sill. In case, however, the pocket is only provided with one of the lugs 17 I use a lag-screw 20, as shown in Figs. 1 and 3. This form of pocket is particularly adapted for use with the side sills 11, as it is necessary to let the outer side of the timber-pocket into the face of the side sills in order not to interfere with the sheathing 21. This form of pocket, however, may be used for either the center or intermediate sills, as shown in Fig. 3.

It will be evident that by providing the timber-pocket with means for securing it positively not only to the end sill, but to the longitudinal sill, I am enabled to dispense with the usual slide for closing the end of the pocket, thus greatly simplifying the pocket and at the same time securing more rigid construction.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The combination with the end and longitudinal sills of a car, of a timber-pocket adapted to receive the end of a longitudinal sill and having its lower end permanently open, and means for securing said timber-pocket to said end sill.

2. The combination with the end and longitudinal sills of a car, of a timber-pocket adapted to receive the end of a longitudinal sill and having its lower end permanently open, said longitudinal sill being provided on its upper face with a recess to receive the flange of said pocket.

3. In a railway-car, the combination with end and longitudinal sills of substantially the same depth, of a timber-pocket adapted to receive the end of a longitudinal sill and having its lower end permanently open, and means for securing said timber-pocket to said end sill.

4. The combination with the end and longitudinal sills of a car, of a timber-pocket adapted to receive the end of a longitudinal sill and having its lower end permanently open, means for securing said timber-pocket to the end sill, and means for securing said timber-pocket to the longitudinal sill.

5. The combination with the end and longitudinal sills of a car, of a timber-pocket adapted to receive one end of a longitudinal sill and having its lower end permanently open, a hollow boss provided with a screw-

hole for securing said timber-pocket to the end sill, and a lug for securing said timber-pocket to the longitudinal sill.

6. The combination with the end and longitudinal sills of a car, of a timber-pocket adapted to receive the end of a longitudinal sill and having one end permanently open, a hollow boss provided with a screw-hole for securing said timber-pocket to the end sill, a pair of lugs carried by said timber-pocket, and a bolt passing through said lugs and the longitudinal sill in said pocket.

In testimony whereof I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

LOUIS A. HOERR. [L. S.]

Witnesses:
W. A. ALEXANDER,
BENNETTE PIKE.