END SILL FOR RAILWAY-CARS.


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To all whom it may concern:

Be it known that I, GEORGE I. KING, a citizen of the United States, residing at the city of Detroit, in the county of Wayne, State of Michigan, have invented a certain new and useful Improvement in End Sills for Railway-Cars, 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 top plan view of my improved end sill, part of one side being broken away.

Figure 2 is a front elevational view of the same, part of one side being broken away. Fig. 3 is a sectional view on line 3 3, Fig. 1; and Fig. 4 is an end elevational view.

This invention relates to a new and useful improvement in end sills for railway-cars, the object being to construct an end sill in a simple and cheap manner, the sill proper being made up of a structural form, while the coupler-fixtures and pole-pockets are preferably castings, firmly riveted in position on the main member.

My invention consists in the construction, arrangement, and combination of the several parts, all as will hereinafter be described and afterward pointed out in the claims.

In the drawings, A indicates the end sill proper, which is in the form of a channel, with its flanges presented outwardly. The center sills B may be secured thereto by the use of corner or angle connection-plates, as can also the side sills.

C indicates the pole-pockets, which are preferably in the form of malleable castings, the pocket having lateral flanges fitting between the flanges of the channel, while rivets pass through the pole-pocket flanges and the web of the channel to secure said pole-pocket in position.

D indicates a casting designated as a "coupler-fixure," said casting serving practically as a dead-wood, it being strengthened by ribs and flanges appropriately positioned and arranged to effect the desired result. The back face of this casting is recessed to receive the bottom flange of the channel, while a pocket d is provided for the passage of the coupler-shank. It will be noticed that the bottom flange of the channel A forms part of the upper wall of this pocket, so that it is unnecessary to cut into the channel A for the passage of the coupler-shank, said channel being made deep enough to suit the standard height of the coupler. As the center sills, which are shown as being made of channels, are deeper than the end sills, it is desirable to provide connection plates or angles thereof, which are substantially coextensive in depth with said center sills. I therefore take advantage of casting D, which extends below the end sill and make the same flush with the back of the end sill, as shown in Fig. 3. When the corner connection-plates b are used, they are riveted to the back of the end sill and to the back of the casting D below the end sill, the rivets first mentioned of course extending through the casting, as well as the end sill, and serving to secure the casting in position on the end sill.

The walls of the coupler-shank opening d are of considerable area and offer a strong support for the coupler, while a removable bar or angle e bridges the open end of the recess d and serves as a carry-arm for the coupler.

The end sill shown in the accompanying drawings is especially well adapted for use in connection with under framings for cars where the sill members are structural or rolled steel.

My improved end sill is simple in construction, cheap to manufacture, and easy to repair, there being so few parts employed that the liability of the construction becoming unserviceable, except under severe treatment, is very small.

I am aware that minor changes in the arrangement, construction, and combination of the several parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

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

1. In an end sill, the combination with a flanged member, the flanges thereof presenting outwardly, of a casting D riveted thereto
and extending below said flanged member,  
the lower portion of said casting forming  
means of attachment for the center sills said  
center sills being deeper than the flanged end-  
sill member; substantially as described.  

2. In an end sill, the combination with a  
channel member whose flanges are presented  
outwardly, pole-pockets riveted to each end  
thereof, and a casting D riveted to the cen-  
ter of said channel and extending below the  
same, said casting being ribbed and flanged  
to serve as a dead-wood, the lower portion of  
said casting terminating below the end sills  
to provide a recess or pocket for the recep-  
tion of the coupler-shank, the bottom flange  
of said channel forming a portion of the top  
wall of said recess, and a removable bar or  
angle forming the bottom wall of said recess;  
substantially as described.  

3. In an end sill, the combination with the  
member A, of a casting D recessed to receive  
the bottom flange of said member A, said  
casting extending below said member, said  
lower extension being flush with the back of  
member A, said lower portion of the casting  
being also provided with a coupler-recess, and  
a removable bar or angle forming the bottom  
wall of said recess; substantially as described.  

4. The combination with a metallic end sill,  
of a casting D secured to the front face there-  
of and extending therebelow, the lower por-  
tion of said casting being provided with a  
coupler-recess, metallic center sills, and con-  
nection plates or angles which are riveted to  
said center sills, and to the end sill, and to  
the lower portion of said casting; substan-  
tially as described.  

5. The combination with a channel mem-  
ber A having its flanges presented outwardly,  
of a casting D suitably ribbed and flanged,  
said casting extending below said channel  
and provided with a coupler-recess, the de-  
pending portion of said casting being flush  
with the back face of the web of the channel,  
center sills of greater depth than said chan-  
nel, and corner connection plates or angles  
riveted to the webs of said center sills, to the  
back face of the channel, and to the lower  
portion of the casting for securing said parts  
together; substantially as described.  

In testimony whereof I hereunto affix my  
signature, in the presence of two witnesses,  
this 21st day of November, 1900.  

GEORGE I. KING.  

Witnesses:  
W. A. SCOTT,  
H. L. AMER.