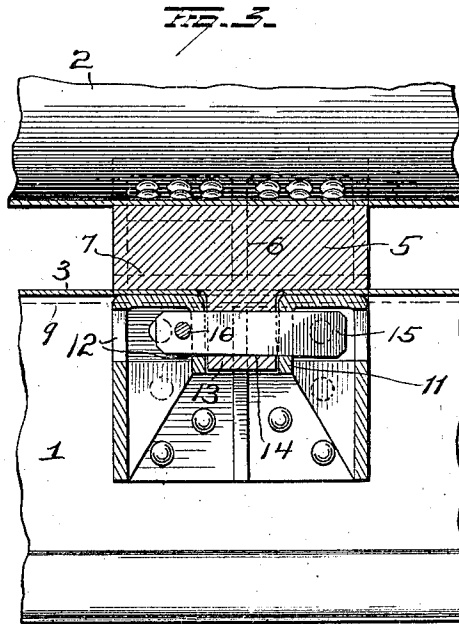
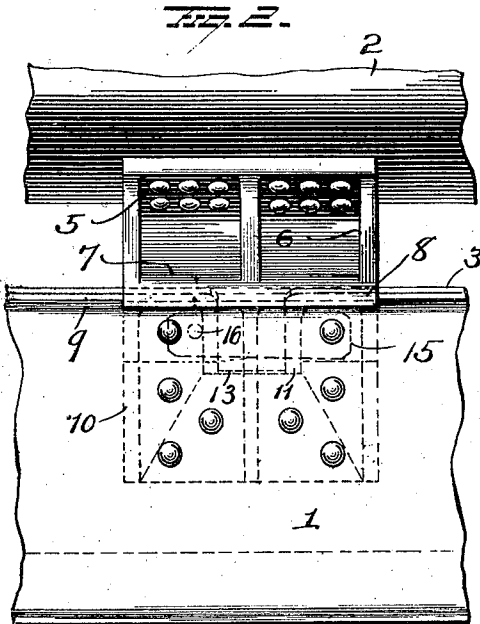
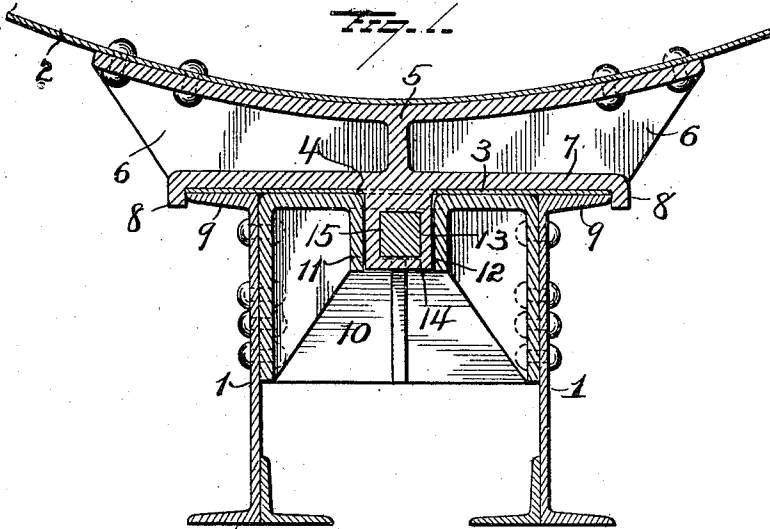


A. BECKER.
TANK CAR.
APPLICATION FILED JAN. 17, 1911.

1,004,731.

Patented Oct. 3, 1911.



WITNESSES
E. Nottingham
G. F. Downing

INVENTOR
Anton Becker
By H. A. Seymour
Attorney

UNITED STATES PATENT OFFICE.

ANTON BECKER, OF COLUMBUS, OHIO, ASSIGNOR TO THE RALSTON STEEL CAR COMPANY, OF COLUMBUS, OHIO.

TANK-CAR.

1,004,731.

Specification of Letters Patent.

Patented Oct. 3, 1911.

Application filed January 17, 1911. Serial No. 603,157.

To all whom it may concern:

Be it known that I, ANTON BECKER, of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Tank-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 improvements in tank cars,—the object of the invention being to provide simple and efficient means for anchoring the tank to the car underframe.

With this object in view the invention consists in certain novel features of construction and combinations of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings, Figure 1 is a transverse sectional view showing the application of my improvements, Fig. 2 is an elevation of the structure shown in Fig. 1, and Fig. 3 is a longitudinal sectional view of said structure.

1, 1, represent the parallel center-girder members of a car underframe and 2 a portion of a tank. The center-girder members may have a cover plate 3 thereon and this is provided with an opening 4 for a purpose hereinafter explained.

The tank 2 is supported on the center-girder members by means of a saddle 5 having a curved upper face to conform to the contour of the tank,—said saddle being securely riveted to the tank. The saddle 5 is constructed with suitable strengthening webs 6 and a lower flat portion 7 of the saddle rests upon the cover plate over the center-girder members, and said portion 7 of the saddle is provided at its side edges with depending flanges 8 which project below the plane of the top flanges 9 of said center-girder members.

A casting 10 is disposed between the center-girder members, extending from one to the other and securely riveted to both. This casting is made with a socket 11, the end walls of which are made with openings 12. A lug 13 depends from the central portion of the saddle 6 and, after passing through the hole 4 in the cover plate 3, enters the socket 11 of the casting 10. This lug is pro-

vided with an opening 14 which, when the lug is in the socket, alines with the openings 12 in the end walls of the socketed portion of the casting. A wedge key 15 is passed through the holes 12 of the casting and through the opening 14 in the lug 13 and thus the saddle is securely locked to the center-girder members. If desired a pin 16 may be employed to prevent longitudinal displacement of the wedge-key.

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

1. In a tank car, the combination with a tank and center-girder members, of a saddle disposed on the center-girder members and supporting the tank, a casting secured between the center-girder members above the lower edges thereof, and locking means engaging said casting and the saddle.

2. In a tank car, the combination with center-girder members and a tank, of a saddle mounted on the center-girder members and supporting the tank, said saddle having a part depending between the center-girder members, a casting secured between the center-girder members and receiving the depending part of the saddle, and means for locking said depending part of the saddle to the casting.

3. In a tank car, the combination with center-girder members and a tank, of a saddle mounted on the center-girder members and supporting the tank, said saddle having a depending part provided with an opening, a casting secured between the center girder members and having a socket to receive the part which depends from the saddle, the socketed portion of the casting having openings in its end walls to aline with the openings in the depending part of the saddle, and a wedge-key passing through the openings of the casting and the openings in the depending part of the saddle and locking said saddle to the casting.

In testimony whereof, I have signed this specification in the presence of two subscribing witnesses.

ANTON BECKER.

Witnesses:

HARRY BING.

ALICE M. WILLIAMS.