H. E. PRICE.

PRESSED STEEL SILL POCKET.

APPLICATION FILED JULY 11, 1913.

1,097,934. Patented May 26, 1914.

Fig. 2.

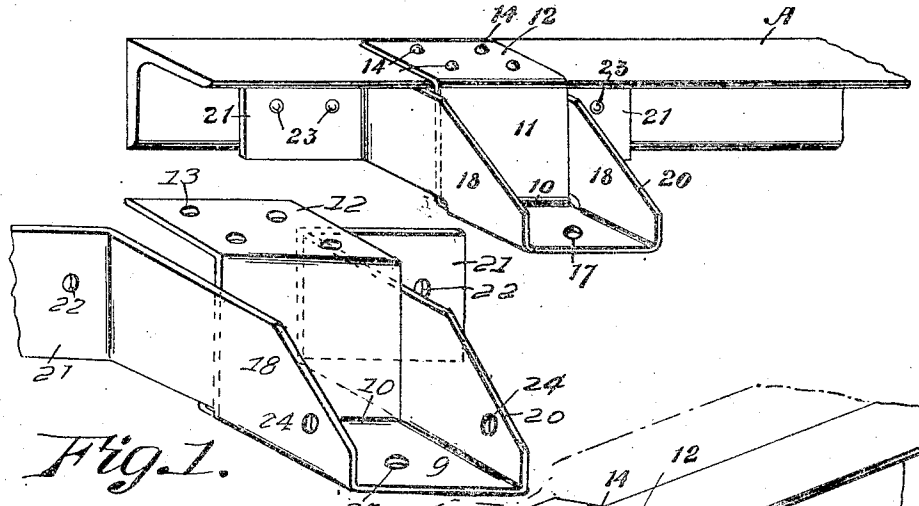


Fig. 1.

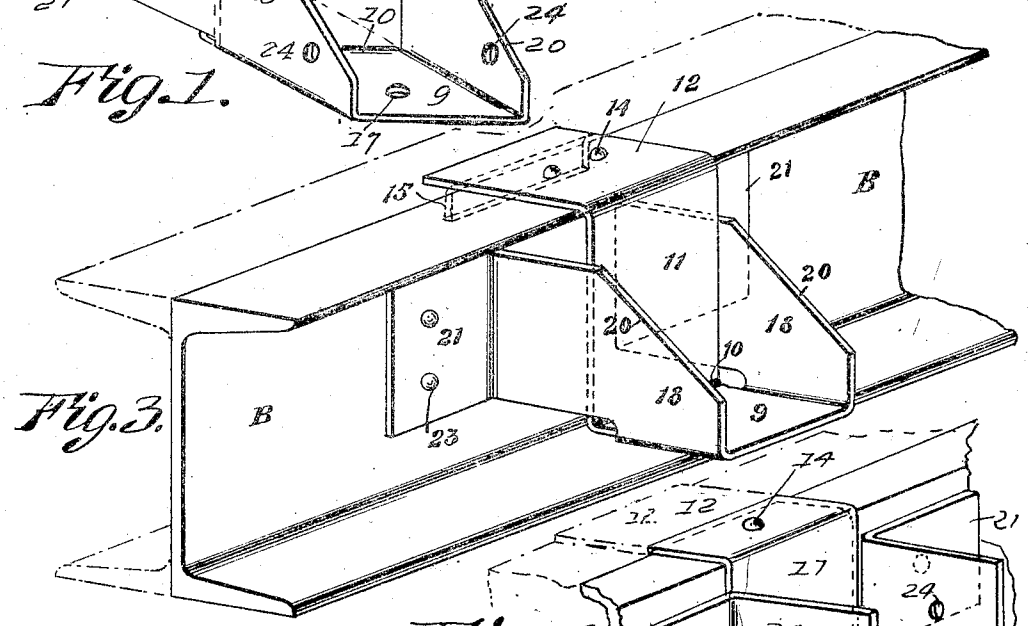


Fig. 3.

Fig. 4.

WITNESSES

John A. Bergstrom

W. S. Orton

INVENTOR

Henry E. Price

BY

F. H. Gibbs

ATTORNEY

UNITED STATES PATENT OFFICE.

HARRY E. PRICE, OF ST. LOUIS, MISSOURI, ASSIGNOR TO AMERICAN CAR AND FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

PRESSED-STEEL SILL-POCKET.

1,097,934. Specification of Letters Patent. Patented May 26, 1914.

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To all whom it may concern:

Be it known that I, HARRY E. PRICE, residing at St. Louis, Missouri, and being a citizen of the United States, have invented certain new and useful Improvements in Pressed-Steel Sill-Pockets, 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 to use the same, reference being had to the accompanying drawings, which illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof will occur to persons skilled in the art.

In said drawings: Figure 1 is a perspective view showing a physical embodiment of my invention. Fig. 2 is a perspective view showing a slightly modified form of pocket in position on an angle bar. Fig. 3 is a perspective view of a slightly modified form of device from that as shown in Fig. 2, and showing a depending holding lip. Fig. 4 is a perspective view of another modified form showing the back wall in alinement with the attaching flanges.

My invention relates to a pressed sill pocket which is particularly designed for car construction to form a seat for the beams, nailing strips and other members constituting the framework of a car. As shown in the illustrations, it may be used either with steel or wood car constructions, and although the seat or receiving element is made specifically in cross section to accommodate a wooden member, it is of course to be understood that this seat may take any other configuration to adapt the same to channel bars, I-beams, angles, etc.

As is usual with car construction, it is desirable to extend one member at right angles to another member, with one member abutting the other. It is desirable in constructions of this character to support and brace one member from the other without the necessity of weakening either member, by joints, interfitting parts, etc. Due to the dissimilarity of the abutting parts, it has been difficult to fasten these members together securely and at the same time effectually brace one from the other.

It is an object of my invention to support and brace one member from the other, and the pockets herein shown are constructed and designed to unite the commercial shaped parts now in common use in the art of car construction.

The invention embraces particularly a seat having side walls to prevent transverse movement of the member supported on the seat, and is affixed to the other member by a supporting ledge extending from the seat, and by angle walls preferably constituting a part of the sides of the pocket.

The pocket, as hereinafter described, is constructed from a single rectangular sheet of metal, practically all of which is utilized in the construction of this pocket. The sheet can be readily bent or pressed into the configuration disclosed with a minimum amount of time and labor, forming an economical, neat and efficient form of sill pocket.

As shown in the several figures, there is disclosed a normally horizontally disposed seat or supporting member 9. Extending upwardly from the rear edge 10, and preferably at right angles to the plane of the seat 9, is a rear wall 11, which rear wall may terminate on a level with the top of the side walls hereinafter described, or, as shown in all of the other figures, this rear wall 11 may be bent backwardly to form an attaching flange 12 in a plane substantially parallel with the plane of the seat 9. This flange 12 may have a series of apertures 13 extending therethrough, by means of which the pocket may be attached by rivets 14 to the top flange of the angle A, as shown in Fig. 2, or to the top flange of the channel or sill B, shown in Figs. 3 and 4. This flange 12 may be of less width than the width of the flanges of the supporting members A and B, or it may terminate at the opposite edge of the flanges, as shown in Fig. 4, or as shown in Fig. 3, the outer edge of the flange 12 may be turned down to form a lip 15; the lip 15, flange 12 and back wall 11 in this instance forming an inverted U straddling the upper flange of the supporting member and carrying the hanger seat 9 as an extension from one of the legs of the U.

As shown in Fig. 3, the seat 9 may rest on the lower flange of the supporting member B and may be fastened thereto by means of a rivet passing through the aperture 17 in said seat, which apertures may also be

used to fasten the supported member C in position.

In order to prevent transverse movement of the member C, there are formed integral with the seat and extending upwardly therefrom side walls 18, which side walls may have a straight front edge 19, as shown in Fig. 4, or may have the inclined beveled edge 20, as shown in the other figures. These side walls 18 may have a depth equal to the depth of the seat 9, and preferably have extending from the rear edge thereof attaching flanges 21, which attaching flanges 21, as shown in Fig. 4, are disposed in the plane of the rear wall 11 and form in effect a continuation of said wall. The attaching flanges 21 have apertures 22 extending therethrough. By means of these flanges the pocket is braced from the supporting member and is attached thereto by means of rivets 23 passing through the apertures 22. Where the vertical element of the supporting member, as for instance the vertical flange of the angle A, or the web of the channel B, are disposed inwardly from the rear wall 11, the side walls 18 are extended rearwardly from the plane of the wall 11, as shown more particularly in Fig. 2, so as to brace the seat 9 forwardly of the vertical element, and in such manner as to obtain the most effective utilization of the thin sheet metal used in forming pockets of this character. The connection with the vertical member should be as extensive as possible with the amount of metal. The side walls 18 may have apertures 24 extending therethrough, by means of which the supported member C may be attached horizontally to the pocket.

What I claim is:

1. A sill pocket formed of a single sheet of metal and comprising a flat rectangular seat, a rear wall extending upwardly from the rear of said seat, side walls at the sides of said seat extending to the rear of and beyond said rear wall and laterally extending attaching flanges integral with said side walls.

2. A sill pocket formed of a single sheet of metal folded to form a horizontal rectangular seat, a rear wall extending upwardly from the rear of said seat, side walls at the sides of said seat extending to the rear of and beyond said rear wall, and attaching flanges extending laterally from said side walls.

3. A sill pocket formed from a single sheet of metal folded to form a top flange, an outstanding L-shaped portion depending from said flange, side walls extending laterally from a part of said L-shaped portion in the direction of and in a lower plane than said top flange and attaching flanges extending from the side walls to the rear of the rear wall of the pocket, and beyond the rear of said L-shaped flange, and attaching flanges extending at right angles to the side walls.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

HARRY E. PRICE.

Witnesses:
J. H. BRUEGGERMAN,
CHARLOTTE E. MITZE.