

H. SCHUNEMAN, JR.
CAR BRACE.
APPLICATION FILED AUG. 5, 1910.

988,825.

Patented Apr. 4, 1911.

2 SHEETS—SHEET 1.

Fig. 1.

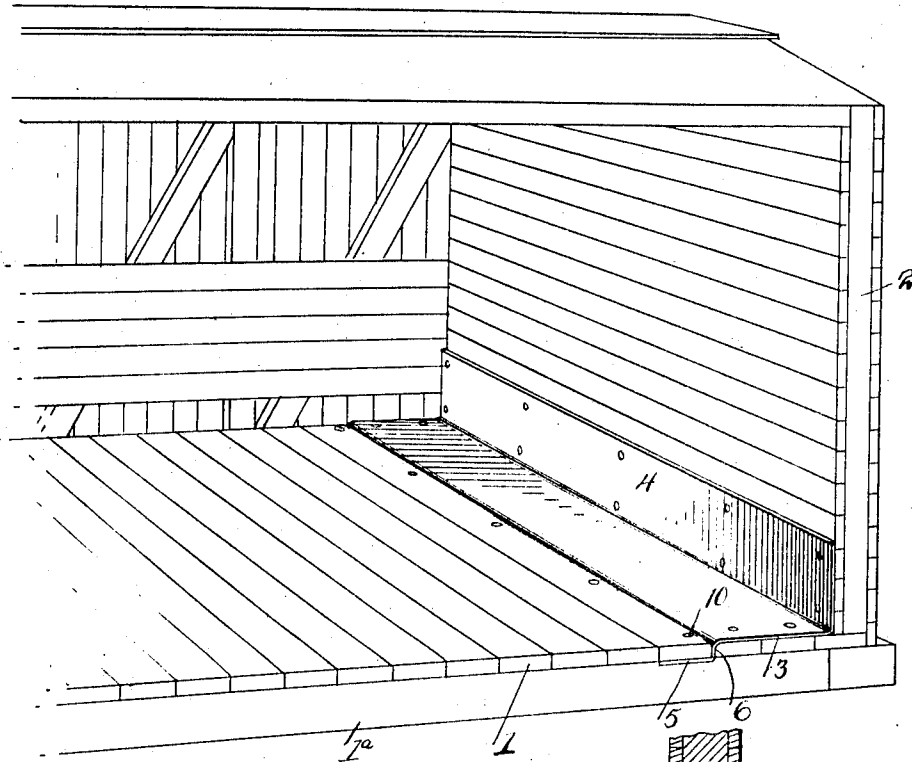
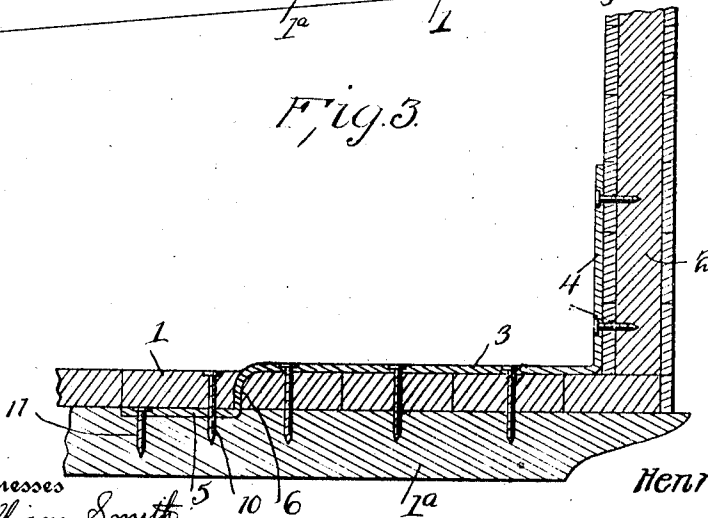


Fig. 3.



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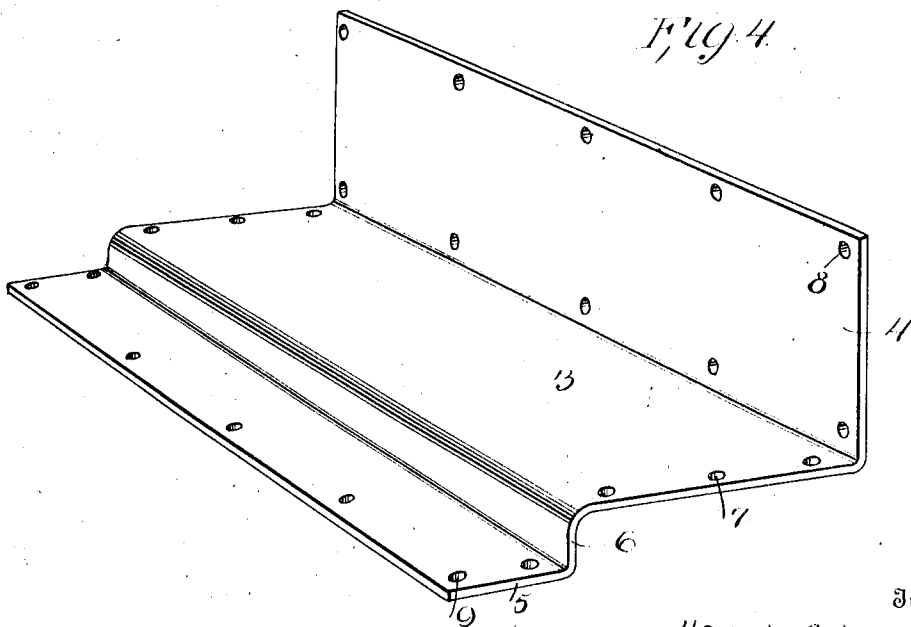
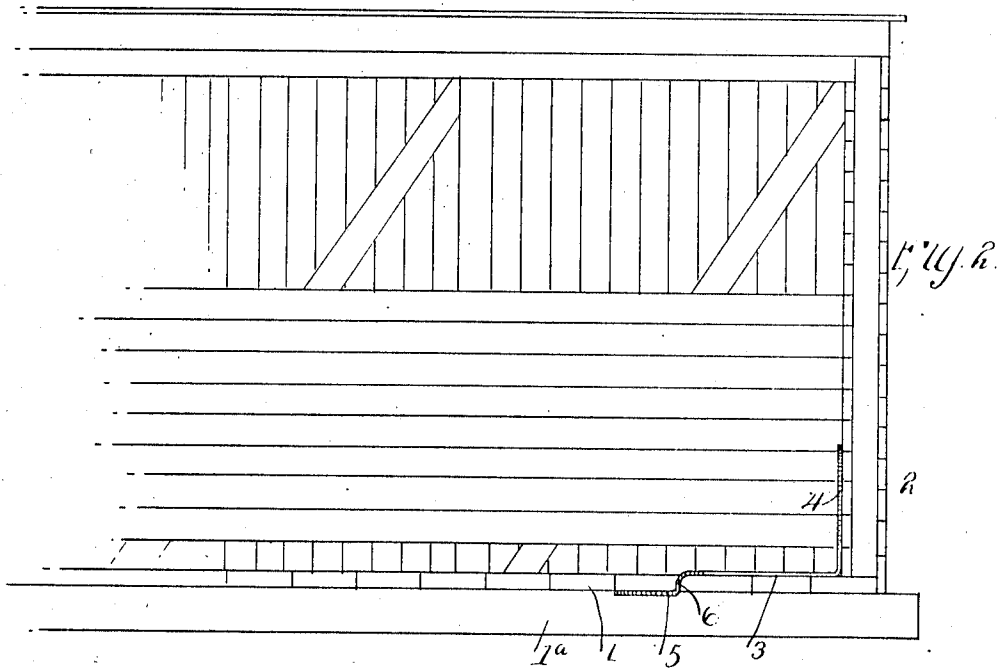
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

HENRY SCHUNEMAN, JR., OF SCHENECTADY, NEW YORK.

CAR-BRACE.

988,825.

Specification of Letters Patent.

Patented Apr. 4, 1911.

Application filed August 5, 1910. Serial No. 575,654.

To all whom it may concern:

Be it known that I, HENRY SCHUNEMAN, Jr., a citizen of the United States, residing at Schenectady, in the county of Schenectady and State of New York, have invented new and useful Improvements in Car-Braces, of which the following is a specification.

This invention relates to a brace or reinforcement for the ends of freight cars, the object of the invention being to provide a comparatively simple and inexpensive construction of brace which will reinforce and prevent the tearing out of the ends of the car from the shocks and impact resulting from the shifting of the freight with which the car is loaded, and which may be readily and conveniently applied in position.

The invention consists of the features of construction, combination and arrangement of parts hereinafter fully described and claimed, reference being had to the accompanying drawing, in which:—

Figure 1 is a perspective view looking from one side toward the interior of one end of a car, showing the adjacent side of the car removed and the end brace in position. Fig. 2 is a side elevation looking toward the open side of the car shown in Fig. 1. Fig. 3 is a vertical longitudinal section through the end of the car to which the brace is applied. Fig. 4 is a perspective view of the brace detached.

Referring to the drawings, 1 designates the floor and 2 one of the end walls of a freight car of the box type, to which the invention is shown in the present instance applied.

The brace or reinforcement is made of sheet steel and comprises a horizontal body portion 3 co-extensive in width with the width of the floor 1. From one of the end edges of the said body portion 3 rises an upright end plate 4, and disposed at the opposite end of the said body portion is a horizontal anchoring flange 5 arranged below and in a plane parallel with the body portion and connected therewith by an upright portion or riser 6. The flange and riser, as well as the end plate 4, are co-extensive in length with the width of the body portion 3.

In the application of the brace to the end of a car, as shown the body portion 3 is arranged to rest upon the boards of the floor 1 adjacent to the end wall 2, and the

upright end plate 4 is disposed to bear against the inner face of the said end wall. The body portion and end plate are perforated, as at 7 and 8 respectively, for the passage of screws or other fastenings to firmly and securely fasten the same to the floor and end wall.

The flange 5 projects beneath one of the boards of the floor and bears on its ends against the side sills 1^a of the car bottom. Openings 9 are formed in said flange for the passage of screws 10 and 11 respectively which unite the ends of the flange and overlapping floor boards to the sills and the said floor board to the flange, thus firmly and securely fastening the inner ends of the brace in position so that it cannot possibly be displaced by the shifting of freight and so that the upright end plate 4 will be rigidly held in position to brace the end wall 2 against the pressure of the freight.

It will be seen from the foregoing description that my invention provides a brace which is simple of construction and which may be readily and conveniently applied by simply removing one or two boards of the floor 1 and then fastening the same in position with the flange 5, the riser 6 extending between the edges of the adjacent boards and connecting the flange firmly with the body plate 3, and that the brace so applied will firmly sustain the end wall 2 against tearing out under the interior pressure. It will of course be understood that a brace of the construction described is employed at each end of the car.

Having thus described the invention what I claim as new is:—

1. An end brace for cars comprising a horizontal body portion adapted for attachment to the floor of a car, an upright portion at one end of said body portion adapted for attachment to the end wall of the car, and an anchoring element at the opposite end of the body portion adapted to be secured and clamped between the floor and sills of the car.

2. An end brace for freight cars formed of a single piece of sheet metal and comprising a horizontal body plate adapted for attachment to the floor of a car, an upright plate at one end of said body plate adapted for attachment to an end wall of the car, an anchoring flange at the opposite end of said body plate adapted to be secured and clamped between the floor and sills of the

car, and a right angularly bent portion forming a connection between said anchoring flange and the body plate and adapted to extend between adjacent edges of proximate floor boards.

3. The combination with a freight car of the type described, of an end brace comprising a body portion secured to the floor of the car adjacent the end wall thereof an upright portion rising from one edge of the said body portion and secured to said

end of the car, and an anchoring portion at the opposite edge of the said body portion extending beneath the floor and secured thereto and to the underlying sills.

In testimony whereof I affix my signature in presence of two witnesses.

HENRY SCHUNEMAN, JR.

Witnesses:

H. L. MILLER,
W. C. MILLER.