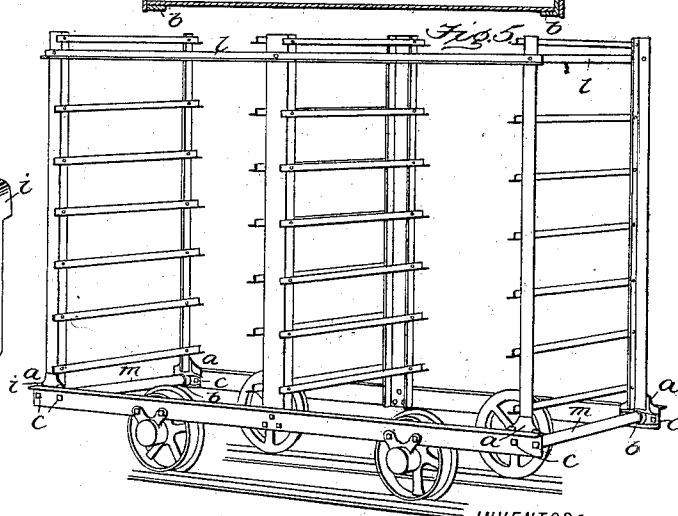
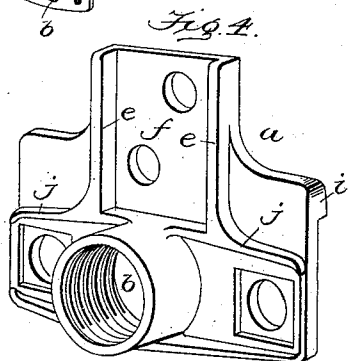
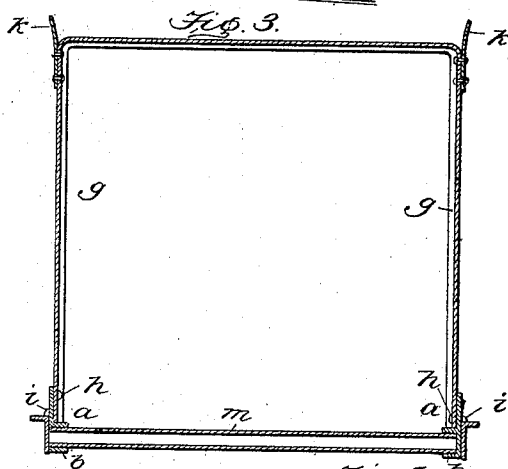
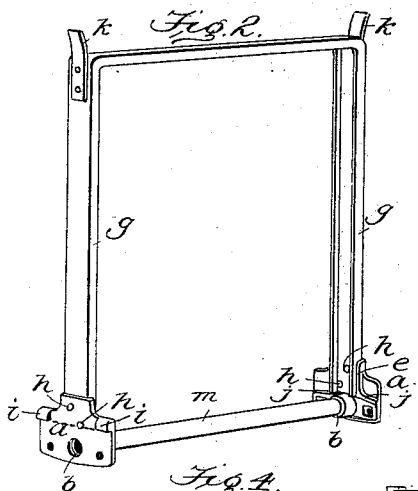
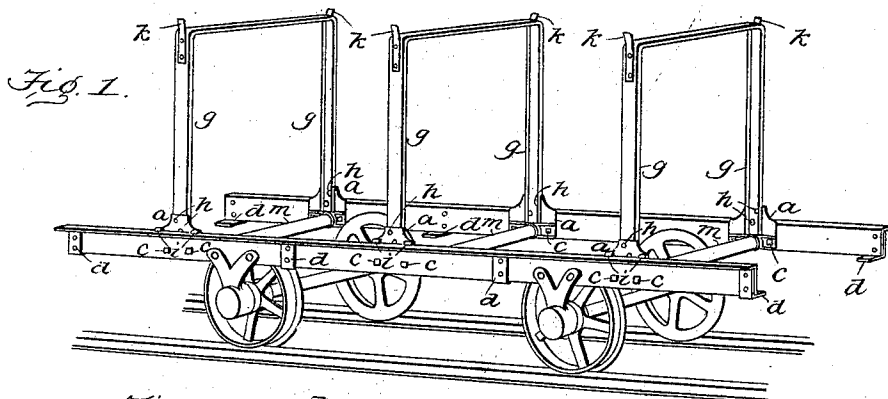


(No Model.)

S. D. WRIGHT & J. W. HORNSEY.
BRICK DRYING CAR.

No. 566,490.

Patented Aug. 25, 1896.



WITNESSES:

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UNITED STATES PATENT OFFICE.

SAMSON D. WRIGHT AND JOHN W. HORNSEY, OF CLEVELAND, OHIO,
ASSIGNORS TO THE BALL-BEARING CAR WHEEL AND MANUFACTURING
COMPANY, OF SAME PLACE.

BRICK-DRYING CAR.

SPECIFICATION forming part of Letters Patent No. 566,490, dated August 25, 1896.

Application filed November 1, 1895. Serial No. 567,630. (No model.)

To all whom it may concern:

Be it known that we, SAMSON D. WRIGHT and JOHN W. HORNSEY, of Cleveland, in the county of Cuyahoga and State of Ohio, have
5 invented a new and useful Improvement in Brick-Drying Cars, of which the following is a specification.

The car which we have improved is used in connection with brick-drying plants, and
10 upon the decks of which cars bricks are piled in a manner to permit of a free circulation of heated air to effect the drying; and for this work it is the object of our improvements to provide such a construction of the car as will
15 give increased duration, strength, and economy, and afford greater convenience for shipping the car in parts and for erecting the car for use.

The accompanying drawings illustrate a
20 brick-drying car containing our improvements, and such improvements will be specifically set out in the claims concluding this specification.

Referring to the drawings, Figure 1 represents in perspective a truck as constructed
25 for a double-deck drier-car embracing our improvements. Fig. 2 shows in perspective the truss structure for the double deck. Fig. 3 is a vertical transverse section of the same as applied to the truck-beams. Fig. 4 shows
30 the screw-socket bracket for the truss structure, and Fig. 5 shows a rack or pallet car embodying our invention.

From the truss-beams are suspended in the
35 usual manner the journal-boxes for the axles on which the carrying-wheels are mounted for carriage on the rails.

One part of our improvement resides in the manner of connecting and bracing the side
40 beams of the car-frame. For this purpose we provide brackets *a*, having interiorly-screw-threaded sockets *b*, and secure them by bolts *c* in identical positions to the inner sides of the beams at their ends and immediately
45 if desired. The sockets stand horizontally inward toward each other and in alinement between the beams and project a short distance from the face of the bracket, so as to form suitable threaded bearings and connection
50 for a cross-tie *m*, preferably of a piece of

pipe formed at each end with a circumferential screw-thread for engaging said bracket-sockets, whereby the truck-beams are firmly united and the truck stiffened and braced. This construction gives the advantage of
55 quickly adjusting the beams in parallel relation and of effecting such adjustment by merely screwing the tie-pipes to the proper depths into their respective connecting-sockets, thereby greatly facilitating the work and
60 making a stiff truck-frame, as the pipes make the strongest braces and the screw-sockets the strongest fastenings. Angle-brackets *d* are bolted or riveted to the outer sides of the
65 truss-beams so as to project inward from the bottom edges of the said beams and form seats on which cross-bars are placed as supports for the lower deck, and these brackets are placed at the ends of the beams and at suitable
70 intermediate points.

Another part of our improvement resides in the provision whereby standards are secured to the brackets to make a double-deck
75 car. This provision consists in adding a second socket or bearing-seat to the screw-socket bracket for receiving and supporting the standard for the upper deck. This second
80 socket is formed by parallel ribs *e*, rising from the screw-socket on the inner face of said bracket, in alinement with the pipe-tie, so as to form seats *f*, within which are secured
85 the ends of the standards *g* for the upper deck, so that the screw pipe-ties and standards are in transverse alinement and secured to the truck-beams by the same brackets.

The standards may be of flanged or channel iron and are preferably of a single bar bent of **U** form, and are secured in the
90 bracket-seats by strong rivets or bolts *h h*, so that the angle or channel flanges are in abutting relation to the ribs of the bracket to firmly secure and brace the standards to the truck-beams. That part of the bracket having the vertical socket rises above the truck-beam, and its outer side has a lug or lugs
95 *i i*, arranged to rest upon the truck-beams so as to form a solid support thereon for the brackets and relieve the bracket-bolts of strain and of the weight of the bricks upon the decks.

The ends of the standards rest solidly upon
100

the upper sides of the screw-sockets, and this support relieves the fastening-bolts of the weight upon the standards. The ribs of the standard-engaging sockets join horizontal ribs *j j* of the bracket on each side of the screw-socket to strengthen the bracket. This double-socket-bracket construction firmly secures and braces the truck-beams and the double-deck standards. It gives the advantage of forming the deck-standards and pipe-ties of separable parts, which when united constitute a unitary structure having the function of a truss, and as such may be shipped and set up in the car-frame with comparatively little labor and expense.

We may use channel or angle iron for the standards and provide the upper corners of the standards with riveted strap-cleats *k k* to hold the upper-deck pieces in place sidewise thereon, as shown in Fig. 1. For what is known as the "rack-pallet" car the standards are connected by cross-pallets, on which the brick-racks are supported, as seen in Fig. 5, and the several standards are connected at their upper ends by horizontal bars *l l* at each side of and the full length of the car. In such rack-cars the standards are preferably made separate and secured to the frame-beams by the screw-sockets. For shipment these pallet-racks may be secured to the standards and the latter to their socket-brackets and these latter to their pipe-ties as a single-truss structure.

The brackets are preferably made of malleable iron, and the truck-beams and standards of angle-steel, and when these parts are united by the pipe-ties the car-frame and the standards are rendered stiff and strong.

We have shown and described our improvements as applied for use in a brick-drier car, but they may be used in cars for other purposes.

Referring to Fig. 3 it will be seen that the screw-sockets of the brackets *a* are open at both ends, so as to allow the pipe-ties *m* to be screwed into the sockets against the inner

walls of the side beams of the car-frame, and thereby form stops or abutments to limit the screwing of the pipe-ties into the sockets and form gages against which to bind the side beams of the car-frame and keep them firmly connected to the truss-frames and in true alinement in erecting the car-frame, which is important in its relations to the truck-wheels.

We claim as our improvement—

1. In a brick-drying car, the combination with the frame-beams, of the brackets secured thereto having horizontal projecting screw-sockets *b* and the vertical face-sockets *f*, both sockets being on the same side of the bracket and in vertical alinement, the screw-pipe *m* engaging said screw-sockets and the truss-standards engaging said vertical sockets, substantially as described.

2. A truss for double-deck cars, consisting of the truss-standards, the brackets having the vertical face-sockets into which the standards are secured, and the horizontal projecting screw-sockets, and the pipe-tie engaging said screw-sockets, the said sockets being in vertical alinement on the same side of the bracket for the purpose stated.

3. In a brick-drying car the combination with the frame-beams, of the brackets secured to the inner sides thereof, having horizontal projecting screw-sockets open at both ends, and the screw pipe-ties engaging said sockets in abutting relation to the inner walls of the side beams for securing and bracing said frame.

4. The double-socket bracket herein described formed on one side with the horizontal screw-socket *b* and above the latter in vertical alinement on the same side, a face-socket *f*, the opposite side of said bracket having the lugs *i*.

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