

(No Model.)

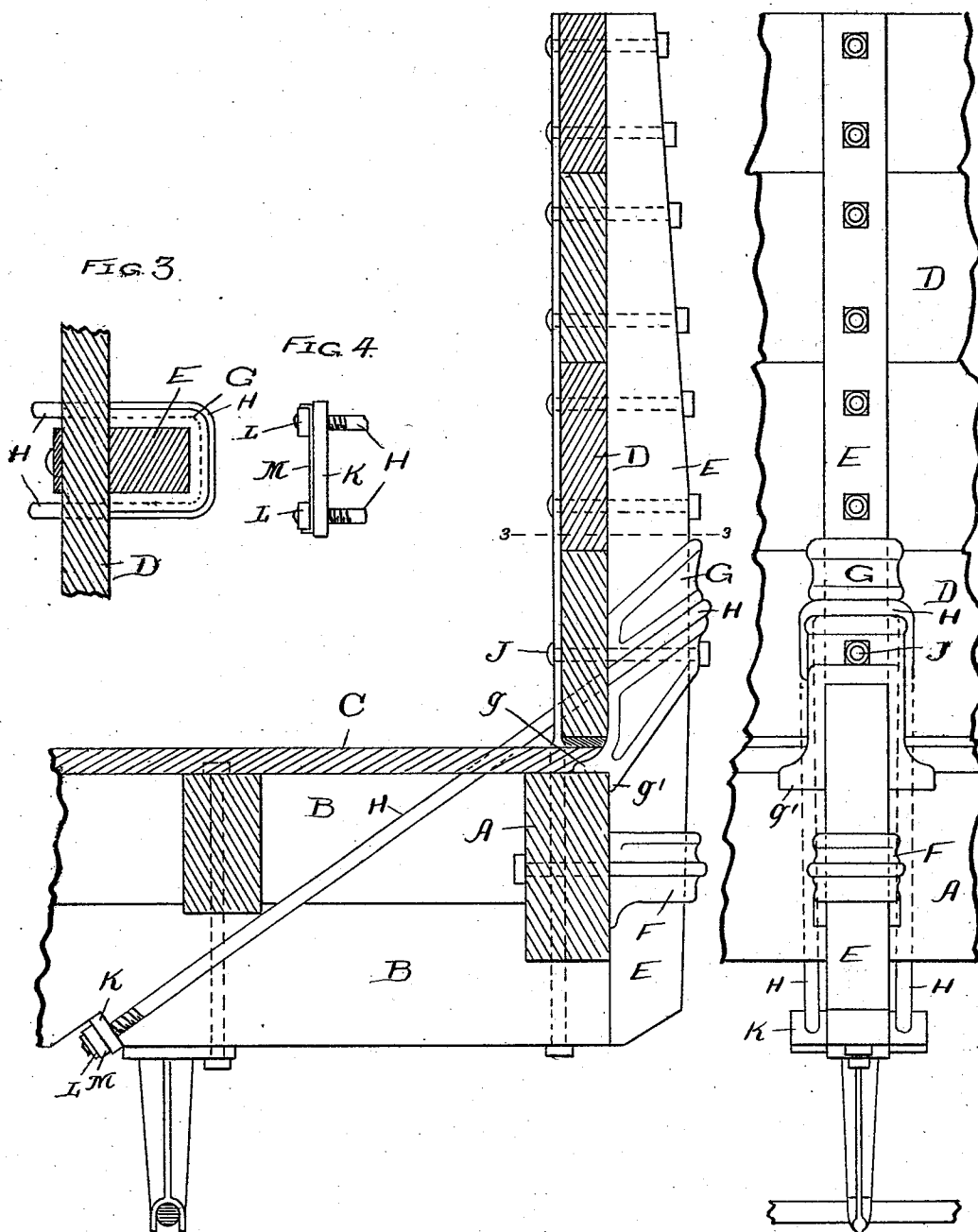
W. S. SCHROEDER.
GONDOLA CAR.

No. 572,279.

Patented Dec. 1, 1896.

FIG. 1.

FIG. 2.



WITNESSES:

Secy. C. Curtis
A. M. Munday

INVENTOR:

WILLIAM S. SCHROEDER

BY *Munday, Davis & Adcock.*

HIS ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM S. SCHROEDER, OF CHICAGO, ILLINOIS, ASSIGNOR TO HIMSELF,
AND CHARLES A. SCHROYER, OF OAK PARK, ILLINOIS.

GONDOLA CAR.

SPECIFICATION forming part of Letters Patent No. 572,279, dated December 1, 1896.

Application filed May 20, 1896. Serial No. 592,257. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM S. SCHROEDER, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Gondola Cars, of which the following is a specification.

It is well known that when coal or gondola cars are loaded the side-boards bend outward at the center and top to such an extent as to cause frequent injury by striking other cars standing close to the track or other objects alongside the track with which ordinarily there will be no interference. Sometimes the stakes of the cars are broken in switching by reason of this outward deflection, to prevent which is the object of my present invention; and I accomplish this object by combining with the car a metal stake-pocket having an inclined groove to receive a truss-bolt and also having a foot or downward extension adapted to rest upon the floor or sill of the car and a U-shaped bolt adapted to seat itself in the groove of such pocket and extending in a diagonal direction through the floor of the car and secured at its lower end in the cross-beam below the floor.

The nature of my invention will be more fully understood from the accompanying drawings, wherein—

Figure 1 is a partial vertical cross-section of a car embodying my invention. Fig. 2 is a partial side elevation of the car. Fig. 3 is a section on the line 3 3 of Fig. 1, and Fig. 4 is a detail view showing the manner of securing the lower end of the truss-bolt.

In said drawings, A represents the sill, B B the cross-beams, C the floor, D D the side-boards, and E one of the side stakes of the car. This stake is supported at its lower end in a metal socket F, bolted on the sill, as shown.

To one or more of the stakes E, I apply my invention as follows: Around the stake E, I place a metal pocket G, adapted to surround the stake and having an inclined groove, which will act as a seat for the U-shaped truss-bolt H. The metal pocket extends some considerable distance above the car-floor, as

shown, in order to support the stake against the outward push or force of the load, and it also extends downward sufficiently so that it may be supported upon the floor or the sill of the car, as preferred. At its juncture with the floor or sill I provide it with both a foot g, which rests upon the floor or sill, and a heel g', adapted to set against the vertical side of the floor or sill, and thus stay the pocket in a horizontal direction. The pocket is preferably bolted on the side of the car by the bolt J.

The truss-bolt is shown at H. It is U-shaped, so it may pass around the stake and seat itself in the inclined groove of the metal pocket, and it extends inward and downward, as shown, to the under side of the cross-beam B. At its lower end it is secured in a bearing-plate K, which rests against the side of a notch cut in the cross-beam B, nuts L being applied to the ends of the bolt and brought home against the bearing-plate. These nuts may be tightened whenever necessary. Between the nuts L and the bearing-plate a thin plate M is interposed, and its ends are bent down and against the nuts, as shown at Fig. 4, so as to lock the nuts against any tendency to become loose. By this construction any downward movement of the pocket is prevented, and if the upper portion of the stake springs outward the heel of the pocket will prevent the pocket from yielding to the stake as long as the truss-bolt remains firm.

I claim—

1. The combination with the side-boards and stake of a coal or gondola car, of a metal pocket G bearing upon the floor or sill of the car, and the U-shaped inclined truss-bolt H, substantially as specified.

2. The combination with the side-boards and stake of a coal or gondola car, of a metal stake-pocket G having a seat for the truss-bolt and also having an extension whereby it may be sustained by the floor or sill of the car, and the inclined truss-bolt, substantially as specified.

3. The combination with the side-boards and stake of a car of the metal stake-pocket G having the seat for the truss-bolt and also

having a foot and heel whereby it may be stayed by the floor or sill of the car, both vertically and horizontally, and an inclined U-shaped truss-bolt H, substantially as specified.

5 4. The stake having attached to it a metal foot projecting inwardly from the stake and adapted to rest upon the floor or sill and thus

sustain the stake vertically, in combination with the floor or sill of the car, and a truss-bolt, substantially as specified.

WILLIAM S. SCHROEDER.

Witnesses:

EDW. S. EVARTS,
H. M. MUNDAY.