(No Model.)

S. A. CRONE.

END SUPPORT FOR CARS.

No. 545,779. Patented Sept. 3, 1895.

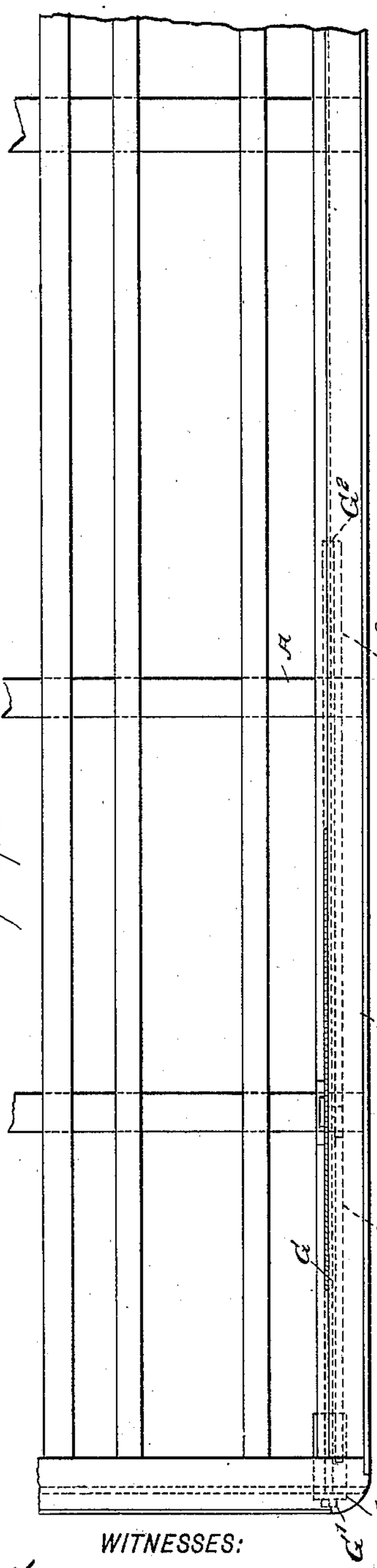

Fig. 1.

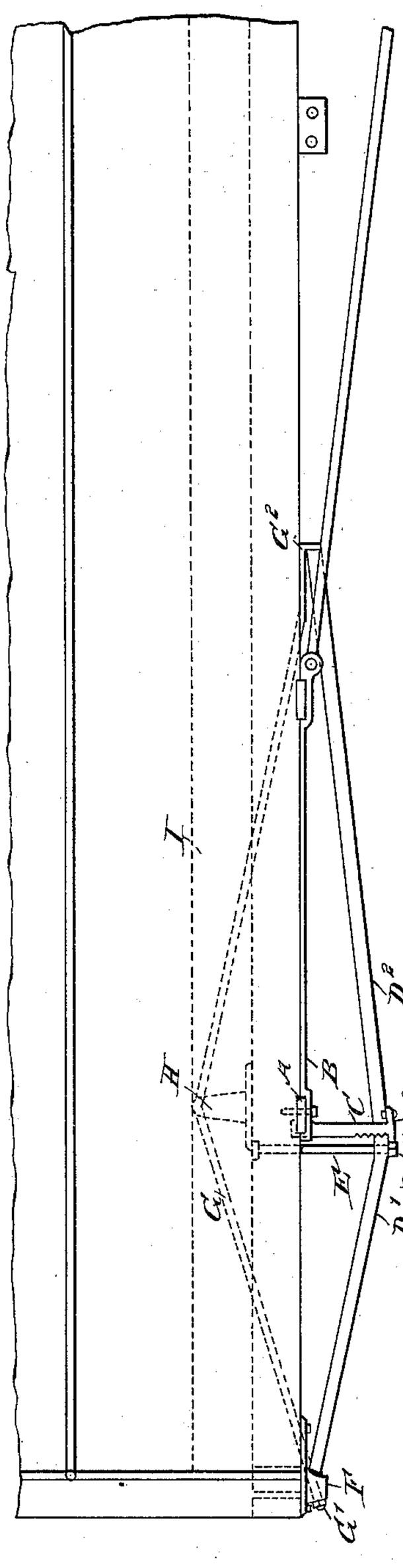

Fig. 2.

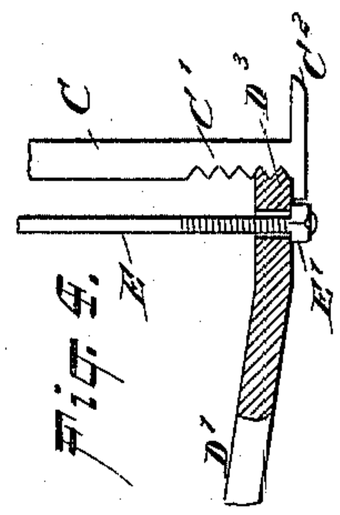

Fig. 4.

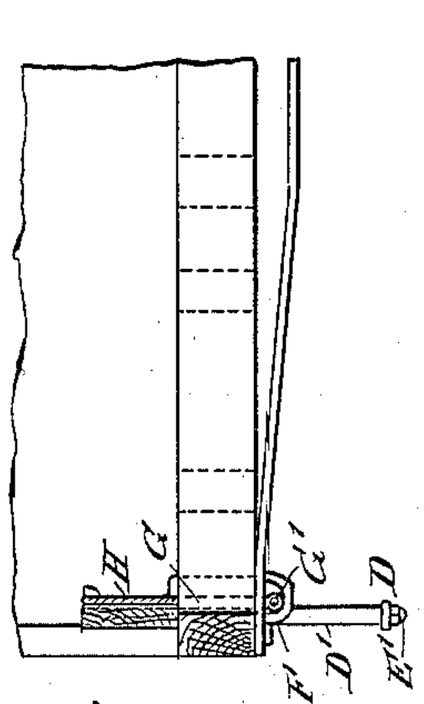

Fig. 3.

WITNESSES:

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END SUPPORT FOR CARS.

SPECIFICATION forming part of Letters Patent No. 545,779, dated September 3, 1895.

Application filed March 8, 1895. Serial No. 541,011. (No model.)

To all whom it may concern:

Be it known that I, SETH A. CRONE, of New York city, in the county and State of New York, have invented a new and Improved End Support for Cars, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved end support for railroad-cars, arranged to strengthen the car materially and adapted to permit adjustment to raise the ends in case of their sagging down.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereainfter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the improvement as applied. Fig. 2 is a side elevation of the same. Fig. 3 is an end elevation of the same; and Fig. 4 is an enlarged sectional side elevation of the knee-braces, bracket, and bolt.

From the transom A extends downward to each end sill B a bracket C, forming a rest for the members D′ D^2 of a knee-brace D, the said members extending in opposite directions and upwardly from the said bracket C, as is plainly illustrated in Fig. 2. The lower end of the member D′ is provided with teeth D^3, engaging corresponding teeth C′ in the bracket C, and this end of the member D′ is also engaged by a bolt E, held in the end sill and provided at its lower end with a nut E′, engaging the under side of the member D′ to raise the latter on the bracket C whenever necessary. The forward end of the member D′ engages a socket F, attached to the outer end of the end sill B, and this socket F is also engaged by the inner end of a truss-rod G, carrying at the front thereof a nut G′, screwing against the face of the socket F. The truss-rod G extends inwardly and upwardly to the inside of the car, alongside the sill, to pass over a post H, supported on the sill, and bringing the top of the truss-rod approximately in line with the top line of the truss-plank I, as is plainly illustrated in the drawings. The post H is located directly above the bracket C. The truss G extends from the post H downwardly and rearwardly to form at its rear end a socket G^2, engaged by the upper end of the other member D^2 of the brace D. The lower end of the said member rests on a foot C^2, attached to the lower bracket C. Now, it will be seen that by the arrangement described the knee-brace D and the rod G form a suitable truss to materially strengthen the car, and in case of sagging of the end sill the truss-rod can be adjusted by screwing up the nuts G′ and E′ to correct the sagging of the car. It is understood that in doing so the end of the car is raised by a jack or other device to bring the several parts into proper position, after which the nuts G′ and E′ are screwed up to retain the end sill in proper position, after which the jack is removed.

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

1. An end support for cars, provided with a double truss for each end of the end sill, the truss comprising a bottom knee brace made in sections, a bracket extending from the sill and forming an abutment for the lower ends of the knee brace members or sections, a socket engaging the forward end of the knee brace, and attached to the end sill, and a truss rod engaging the said socket and extending upwardly over a post in the car, to then extend downward and form at its rear end a socket engaged by the rear end of the knee brace, substantially as shown and described.

2. An end support for cars, provided with a double truss for each end of the end sill, the truss comprising a bottom knee brace made in sections, a bracket extending from the sill and forming an abutment for the lower ends of the knee brace members or sections, a socket engaging the forward end of the knee brace, and attached to the end sill, a truss rod engaging the said socket and extending upwardly over a post in the car, to then extend downward and form at its rear end a socket engaged by the rear end of the knee brace, and a bolt held on the end sill and engaging the lower end of the forward member of the knee brace, substantially as shown and described.

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Witnesses:
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