

No. 681,524.

Patented Aug. 27, 1901.

S. D. WRIGHT.

BRACKET FOR STRUCTURAL IRON FRAME CONSTRUCTIONS.

(Application filed Nov. 12, 1900.)

(No Model.)

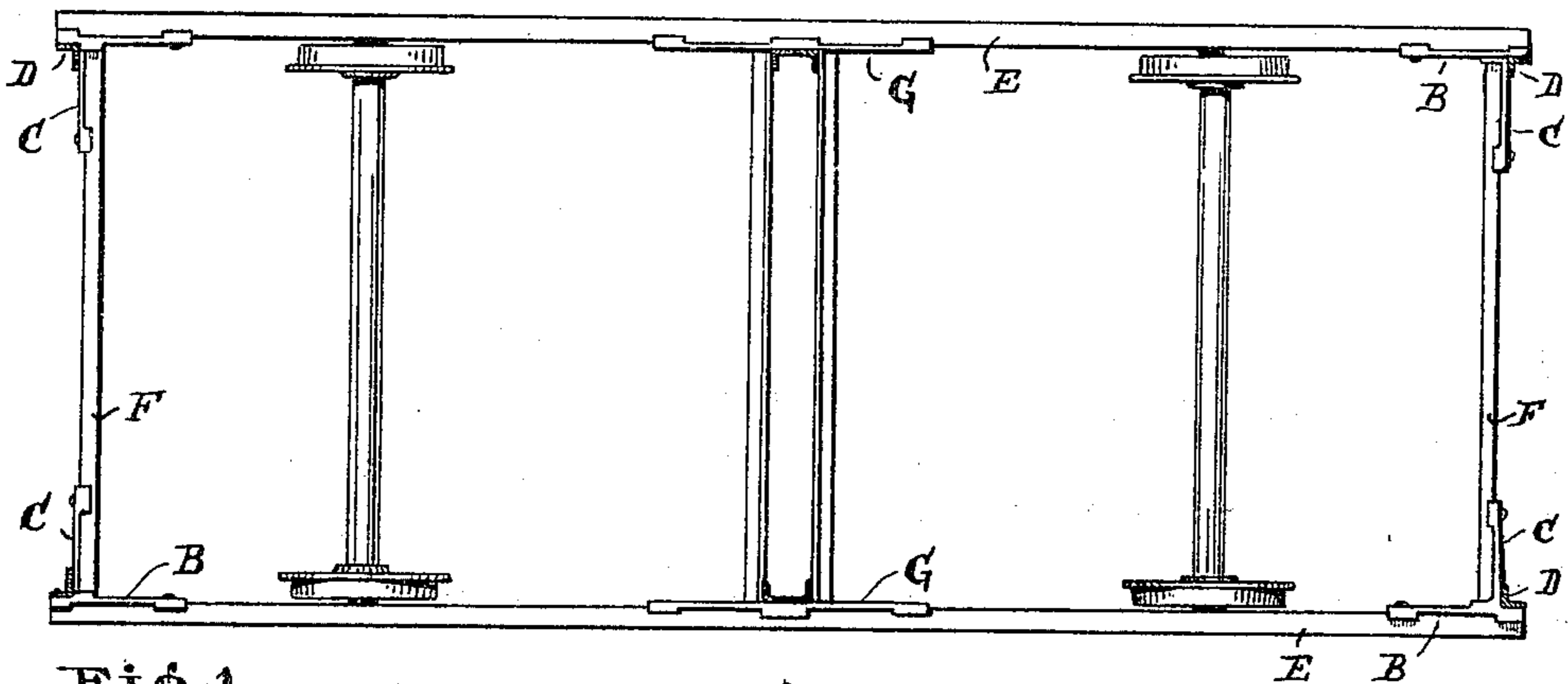


Fig. 1

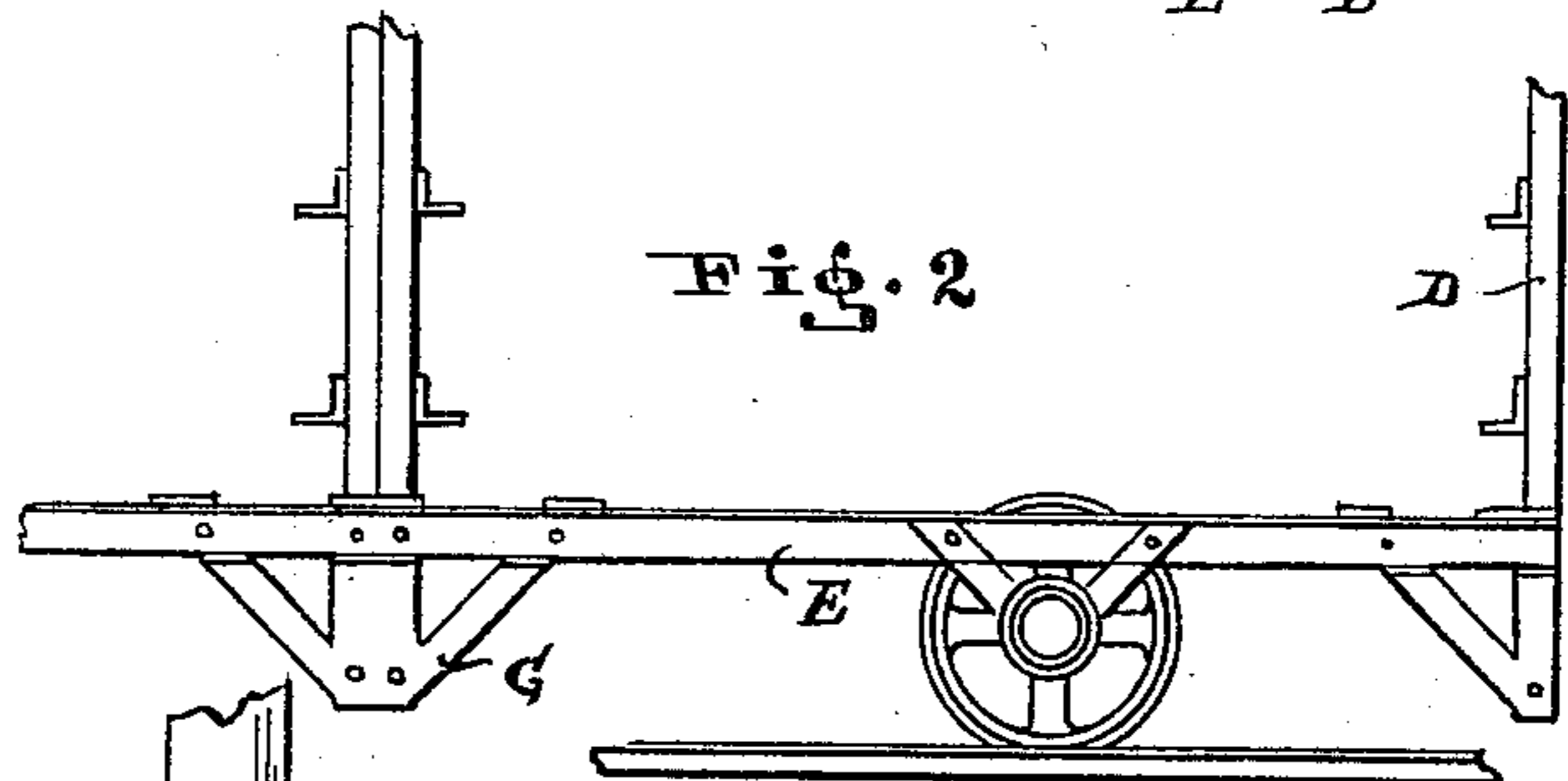


Fig. 2

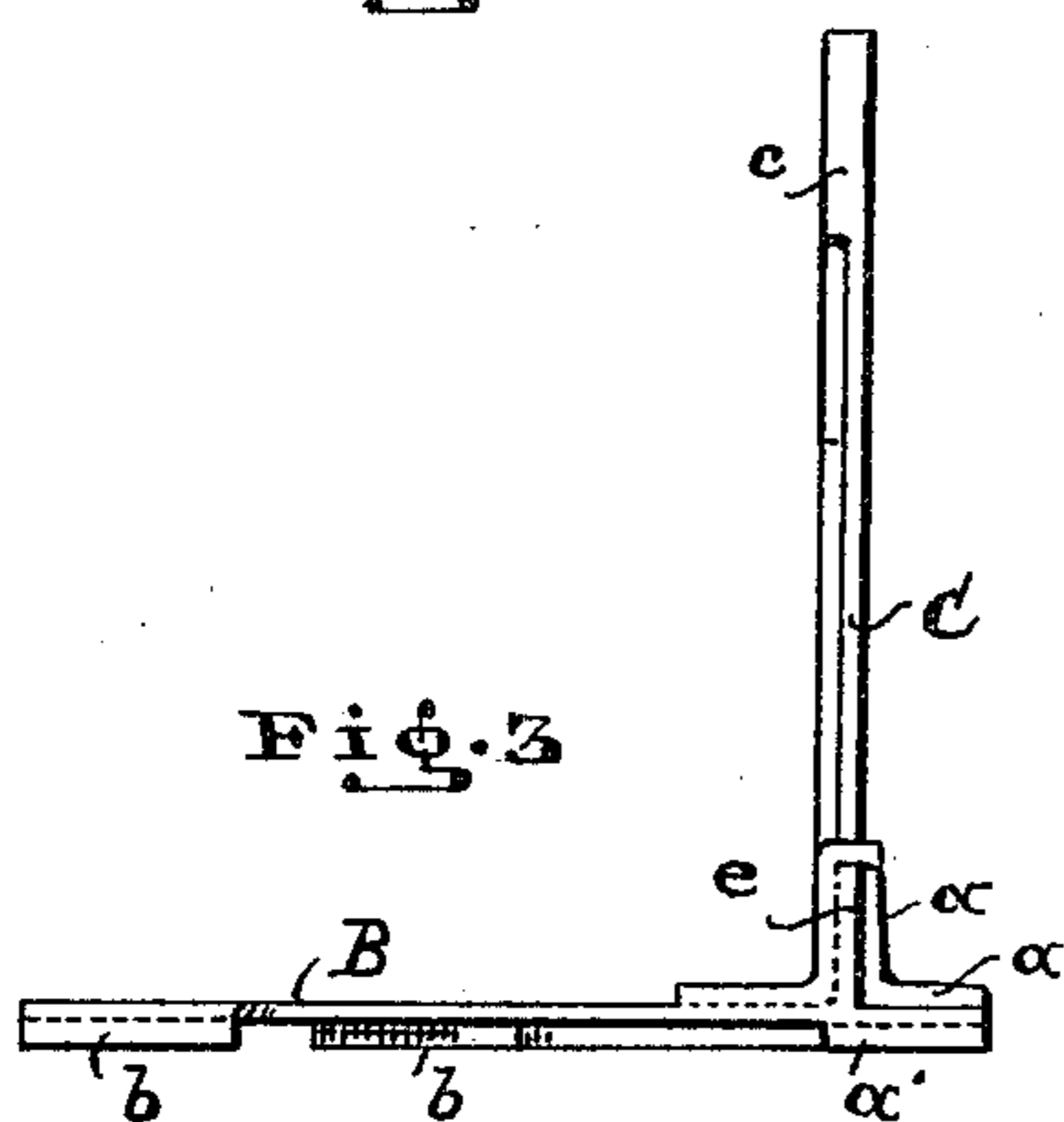


Fig. 3

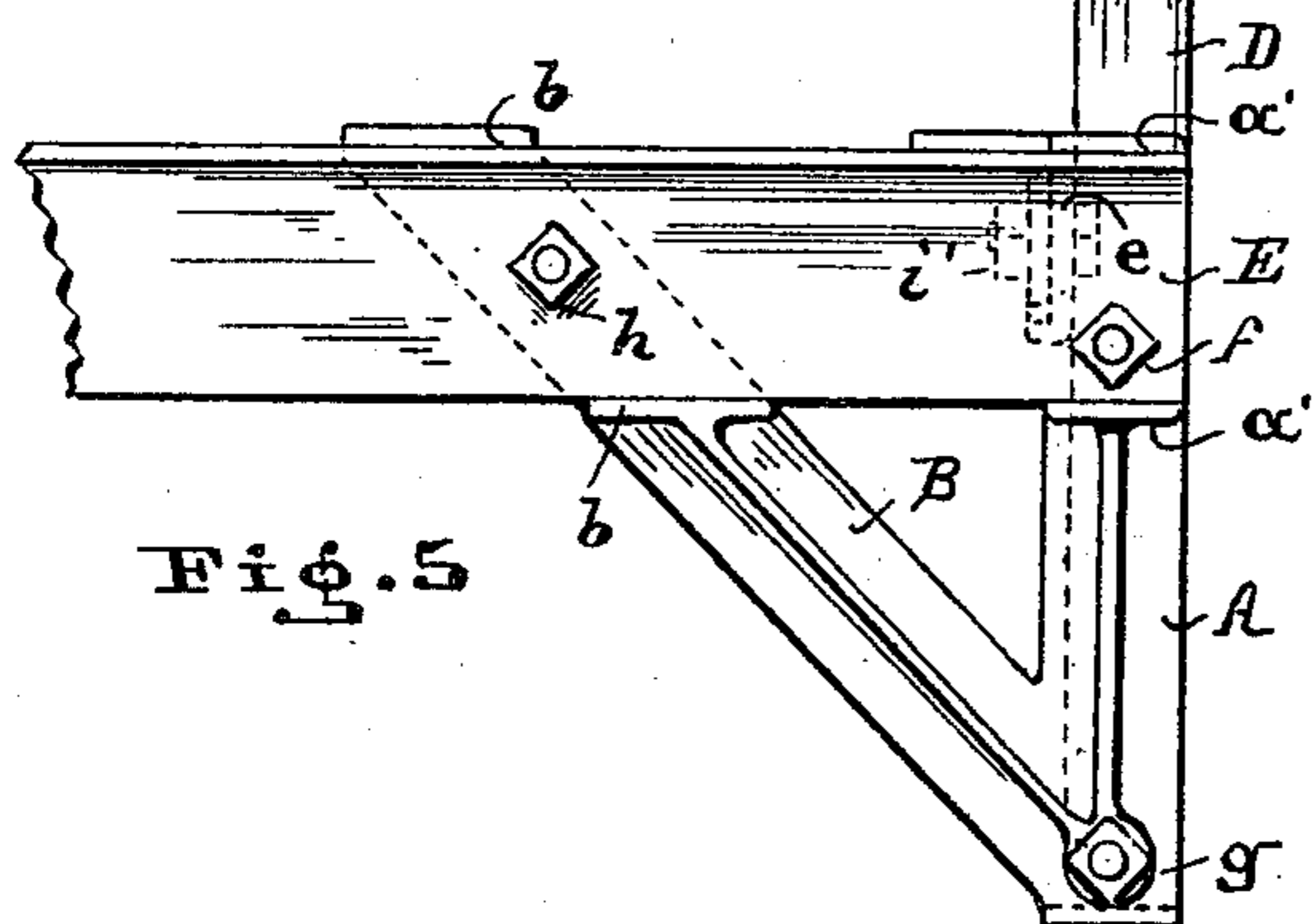


Fig. 4

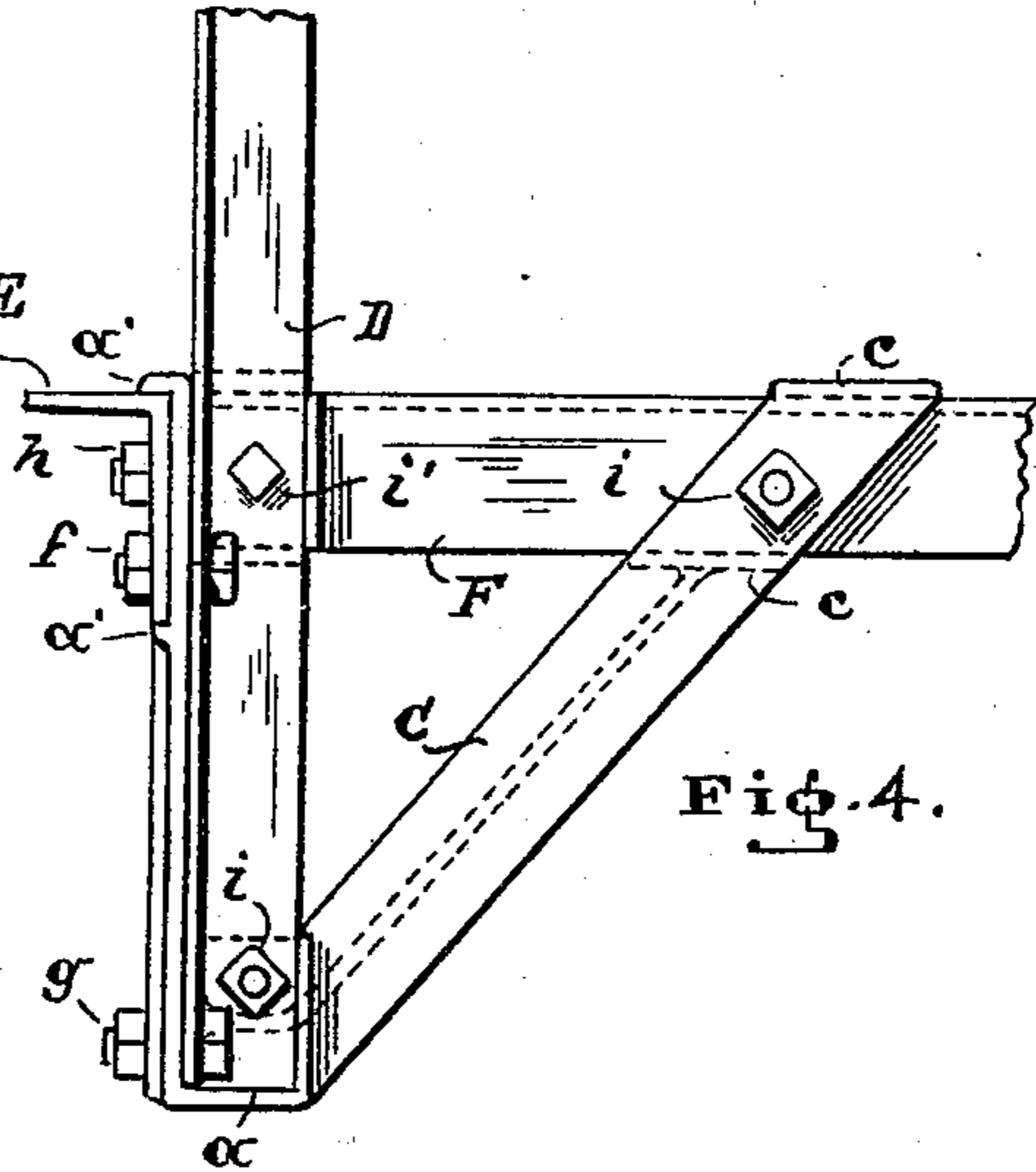


Fig. 5

WITNESSES  
James Mathers  
G. E. Squires

INVENTOR  
S. D. Wright  
BY B. F. Eibler  
Atty.

# UNITED STATES PATENT OFFICE.

SAMSON D. WRIGHT, OF CLEVELAND, OHIO.

## BRACKET FOR STRUCTURAL-IRON FRAME CONSTRUCTIONS.

SPECIFICATION forming part of Letters Patent No. 681,524, dated August 27, 1901.

Application filed November 12, 1900. Serial No. 36,206. (No model.)

*To all whom it may concern:*

Be it known that I, SAMSON D. WRIGHT, a citizen of the United States of America, and a resident of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Brackets for Structural-Iron Frame Constructions, of which the following is a specification.

My invention relates to improvements in frame constructions (particularly car-frames) which are built up of structural iron, angle-iron, &c.; and the objects of my improvements are, first, to provide for strong and durable connections of and for the parts constituting such frames, and, second, to enable the application of such connections in a ready and expedient manner. I attain these objects in a bracket construction formed substantially as shown in the accompanying drawings, in which—

Figure 1 represents a plan view of a car-frame embodying the features of my invention. Fig. 2 is a partial elevational view of the same, and Figs. 3, 4, and 5 represent enlarged detached views of such brackets and the angle-irons connected by same.

Like letters of reference denote like parts in the drawings and specification.

The characteristic feature of my invention consists in a bracket which is adapted to receive a plurality of angle or other structural irons in such manner as to not only establish a strong connection of the car-frame itself, but also affording efficient bracing for the superstructure supported by said frame. Substantially the bracket comprises the members A, B, and C, of which the parts B and C diverge in slanting angular direction from part A. (See Figs. 3, 4, and 5.) At the foot and angular junction of the parts A, B, and C is formed a flange or projection *a a*, supported upon which is the perpendicular angle-iron D. The upper terminals of the parts A, B, and C are also flanged or provided with lugs, as at *a' a'*, *b b*, and *c c*, for reception of the longitudinal and transverse angle-beams E and F, as shown in the drawings. A flanged wing *e* is provided at the inner upper terminal of parts A, which affords opportunity for a joint connection of the longitudinal, transverse, and vertical beams E, F, and D. Fur-

thermore, each of said beams receives a bolt connection apart and distant from the joint corner connection, as at *f, g, h*, and *i i'*. These latter connections, in conjunction with lugs *a' a'*, *b b*, and *c c*, render such frame constructions with superstructures well-nigh as rigid as if formed of a unit.

From the foregoing it can readily be seen and understood that with slight modifications such brackets can be used to advantage in connection with other than corner-beams of of car-frames, &c. For illustration, the bracket G (indicated in Fig. 2) is adapted for the support and bracing of intermediate beams placed adjacent to each other. Furthermore, brackets embodying features of merit substantially as shown may be used in connection with other structural-iron constructions without departing from the nature of my invention.

What I claim, and desire to secure by Letters Patent, is—

1. A corner-bracket for metallic frame constructions comprising the members A B C and a wing *e* of which the members B C and *e* diverge and project in right-angle planes from part A and being provided at the junction and free terminals with lugs affording reception, support and connection for upright, longitudinal and transverse beams, substantially in the manner as and for the purpose set forth.

2. In car-frame constructions the combination with longitudinal, transverse and vertical beams of a corner-bracket comprising the members A, B, C and *e*, a foot-brace being afforded for the vertical beam at the junction of members A, B and C, horizontal braces being formed for the longitudinal and transverse beams by members B C distant from member A, and a joint connection of all the beams being afforded with and by members A and *e* substantially in the manner as shown and set forth.

Signed at Cleveland, Ohio, this 8th day of November, 1900.

SAMSON D. WRIGHT.

Witnesses:

BERNH. F. EIBLER,  
JAMES MATHERS.