

No. 684,936.

Patented Oct. 22, 1901.

L. A. HOERR.
RAILWAY CAR.

(Application filed Feb. 20, 1901.)

(No Model.)

Fig.1.

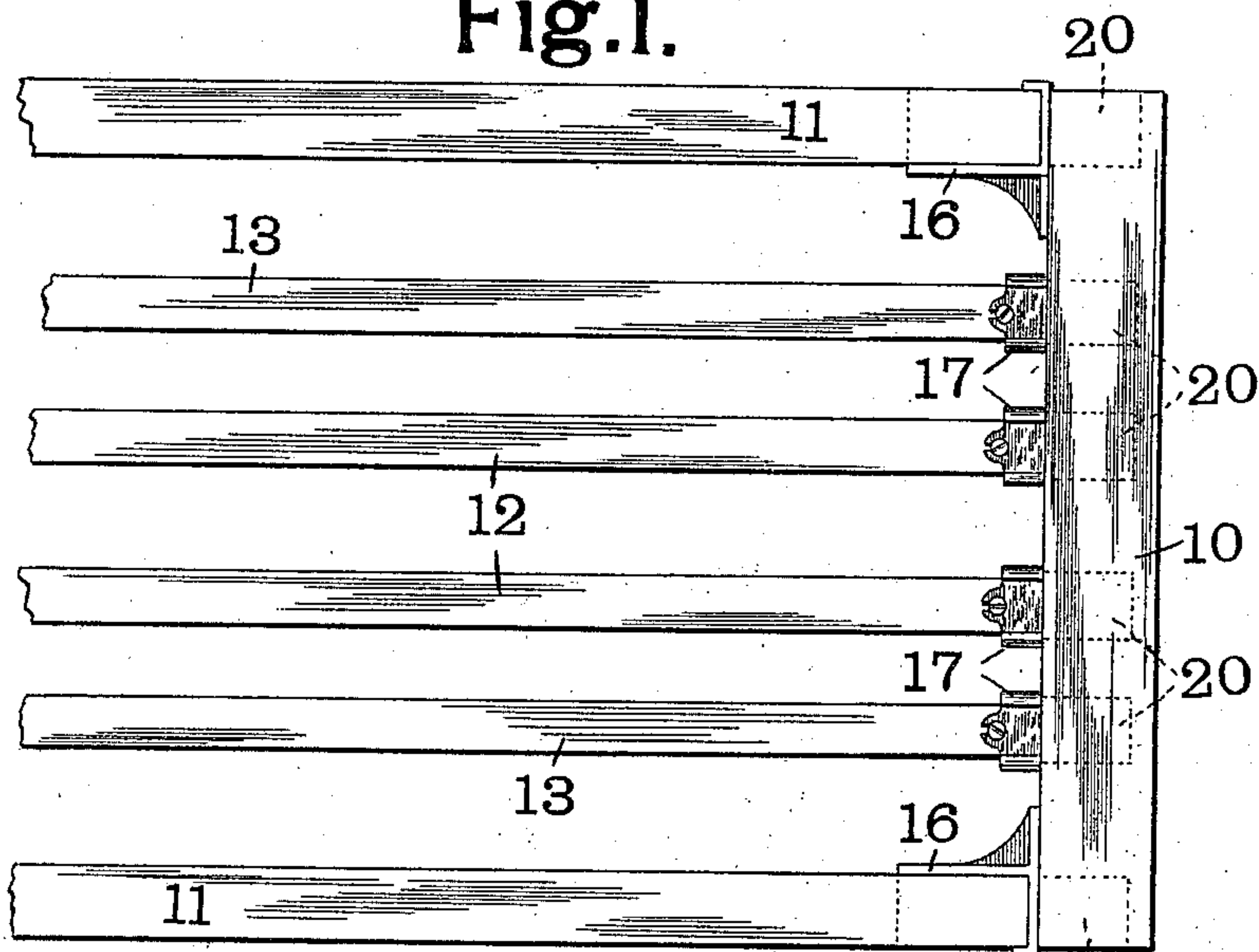


Fig.2.

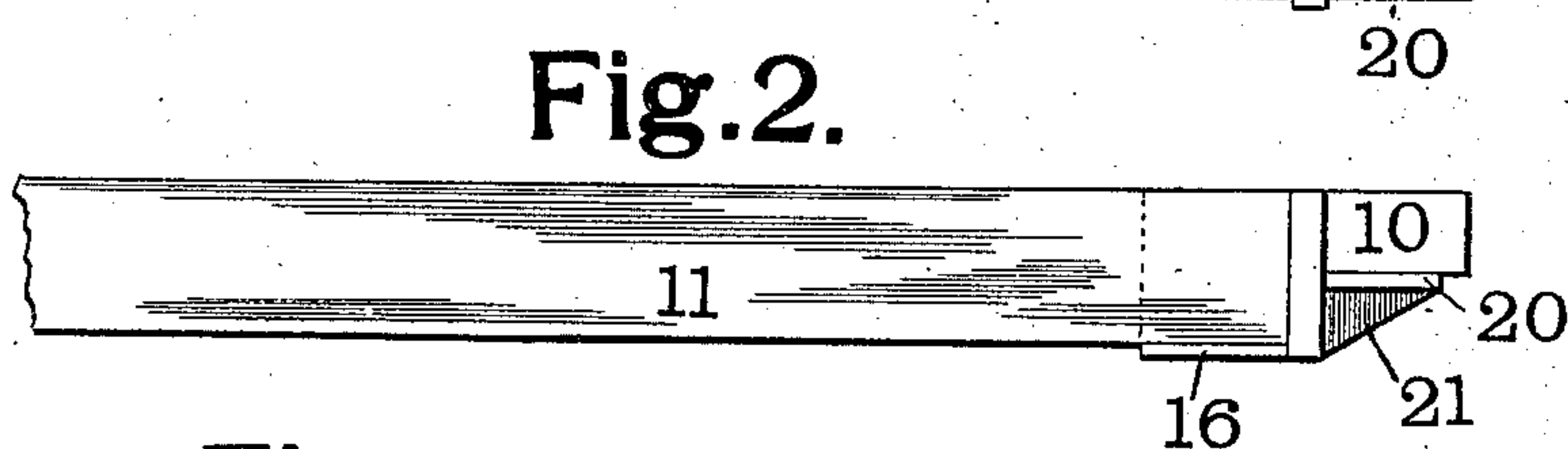


Fig.3.

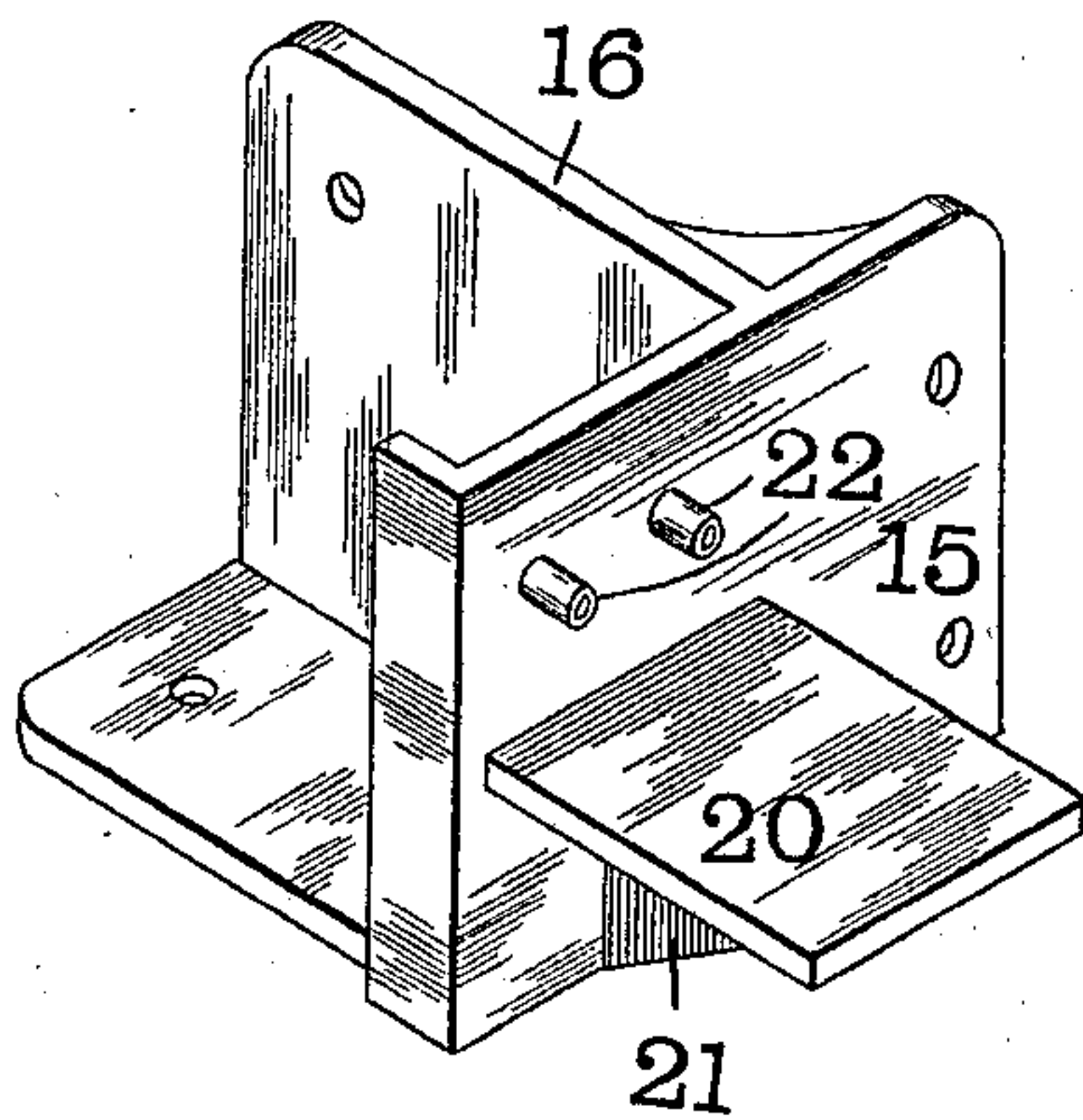
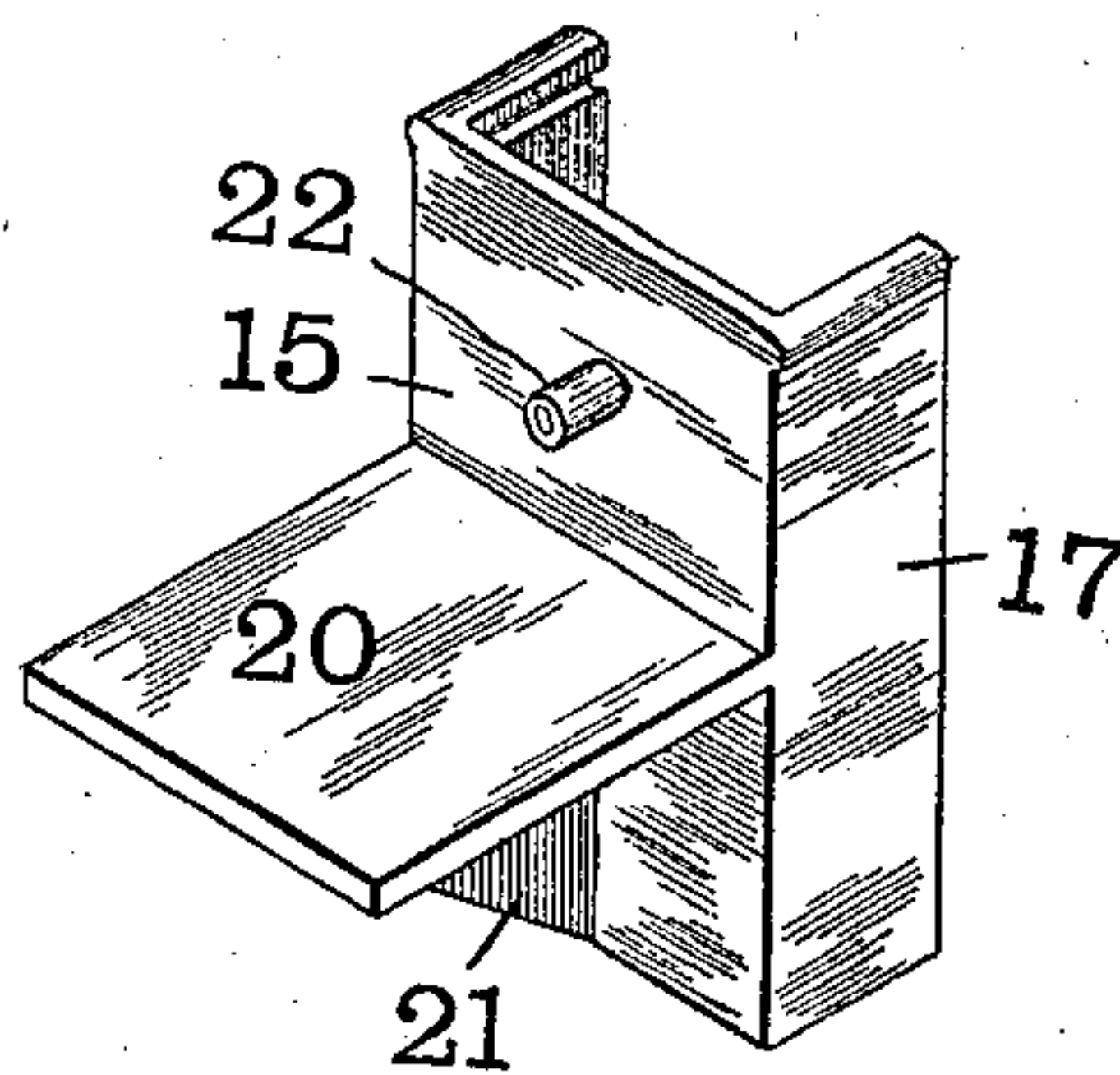


Fig.4.



Witnesses

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UNITED STATES PATENT OFFICE.

LOUIS A. HOERR, OF ST. LOUIS, MISSOURI.

RAILWAY-CAR.

SPECIFICATION forming part of Letters Patent No. 684,936, dated October 22, 1901.

Application filed February 20, 1901. Serial No. 48,133. (No model.)

To all whom it may concern:

Be it known that I, LOUIS A. HOERR, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have
5 invented a certain new and useful Railway-Car, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had
10 to the accompanying drawings, forming part of this specification.

My invention relates to railway-cars, and more particularly to the construction of car-bottoms.

15 One object of my invention is to so construct a car-bottom that the end sill will be better able to resist the action of the draw-head without increasing the weight or cost of the said end sill.

20 Another object of my invention is to allow for the lowering of the car-body, thus increasing the stability of the car.

Still another object of my invention is to so construct a car-bottom that the rigging may
25 be placed directly between the center sills, thus dispensing with the use of separate draft-timbers.

In the accompanying drawings, which illustrate a portion of a car-bottom made in accordance with my invention, Figure 1 is a top
30 plan view. Fig. 2 is a side elevation. Fig. 3 is an enlarged isometric projection of one of the timber-pockets for the side sills, and Fig. 4 is an enlarged isometric projection of
35 one of the timber-pockets for the center and intermediate sills.

Like marks of reference refer to similar parts in the several views of the drawings.

10 is the end sill of the car. 11 represents
40 the side sills, 12 the center sills, and 13 the intermediate sills. These sills are of the same form as in the ordinary construction, and the longitudinal sills 11, 12, and 13 are arranged in the usual way. The end sill 10,
45 however, in place of being arranged with its sides vertical, so as to extend the full depth of the longitudinal timbers, is placed with its sides horizontal, as best shown in Fig. 2. The end sill 10 thus presents its greatest thick-

ness to the action of the draw-head, thus making it much less liable to be broken by the draw-head without in any way increasing its weight or cost. The longitudinal sills are secured to the end sill by means of timber-pockets, which will now be described. Each
55 of the timber-pockets is provided with a base-plate 15, which rests against the edge of the end sill 10. The timber-pockets for the side sills 11 are provided with bodies 16, of the usual form for side sills, while the timber-pockets for the center and intermediate sills
60 12 and 13 are provided with body portions 17, of the usual form for center and intermediate sills. Extending from the base-plate 15 of each of the timber-pockets at a point intermediate of the height of said base-plate is a
65 bracket 20, which is adapted to support the end sill 10. Each of the brackets 20 is preferably provided with a strengthening-rib 21. The base-plates 15 and body portions 16 and
70 17 are secured to the end and side sills by screws, bolts, or other suitable means, and are also preferably provided with one or more bosses 22, entering the edge of the end sill 10.

It will be seen that by my construction the
75 resistance of the end sill to the draw-head is increased without increasing the weight or cost of said end sill, and also that by decreasing the depth of said end sill the edge of the car is lowered, thus increasing its stability,
80 and that this also allows of the draft-rigging being placed directly between the center sills without the use of separate draft-timbers.

Having fully described my invention, what I claim as new, and desire to secure by Letters
85 Patent of the United States, is—

1. In a railway-car, the combination with end and longitudinal sills, of a timber-pocket adapted to receive the end of one of said longitudinal sills and provided with a base-plate
90 resting against the end sill and separating it from said longitudinal sill, and a bracket carried by said timber-pocket and supporting said end sill.

2. In a railway-car, the combination with
95 longitudinal sills, of an end sill of less depth than said longitudinal sills, a timber-pocket adapted to receive the end of one of said lon-

itudinal sills, and a bracket carried by said timber-pocket at a point intermediate of its height for supporting said end sill.

3. A timber-pocket having a body portion
5 adapted to receive the end of a longitudinal sill, and a bracket carried by said timber-pocket at a point intermediate of its height for supporting an end sill.

In testimony whereof I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

LOUIS A. HOERR. [L. S.]

Witnesses:

W. A. ALEXANDER,
JESSIE R. WATKINS.