

No. 720,222.

PATENTED FEB. 10, 1903.

A. CHRISTIANSON.
CORNER POST POCKET.
APPLICATION FILED JULY 3, 1902.

NO MODEL.

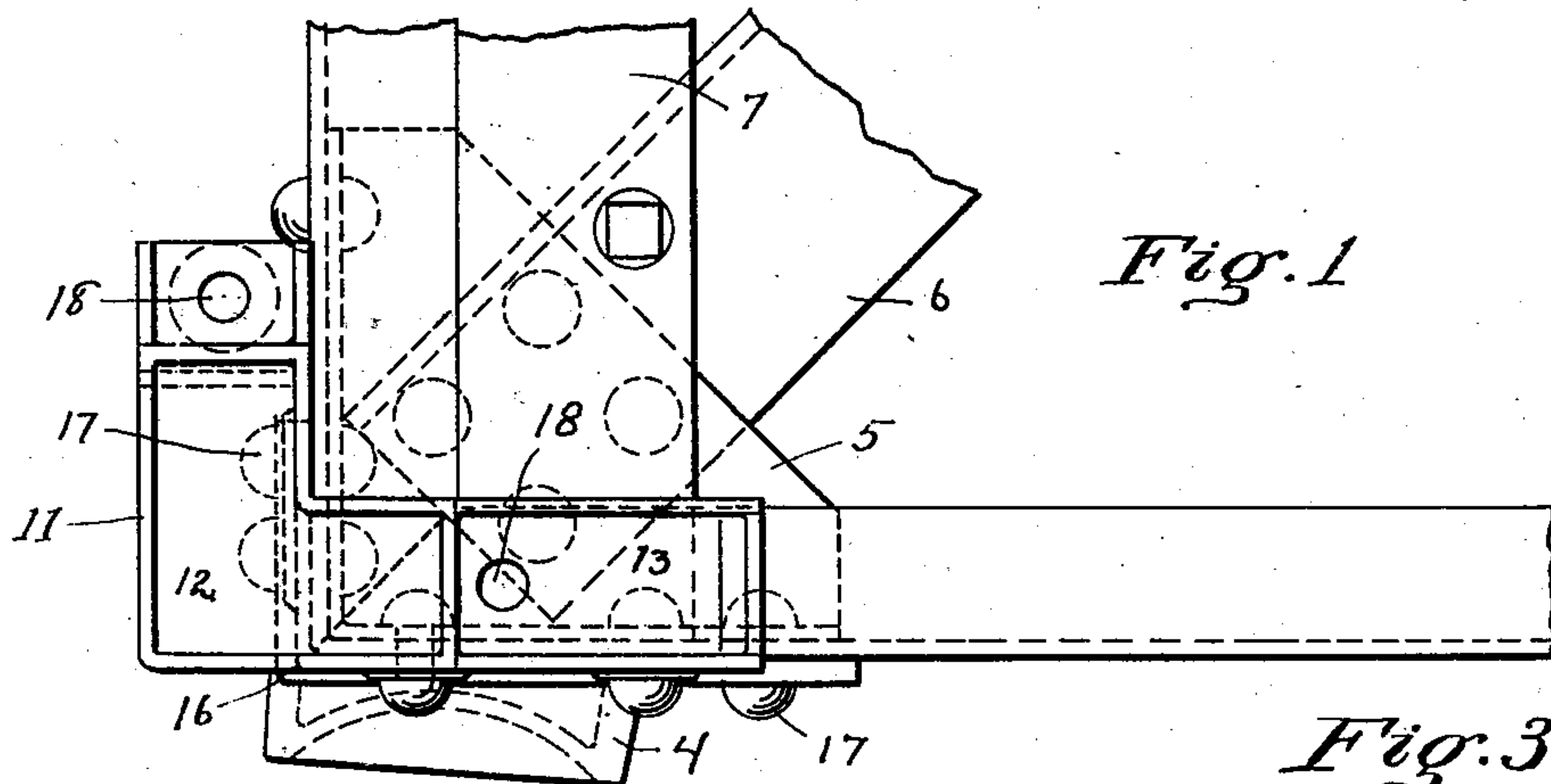


Fig. 1

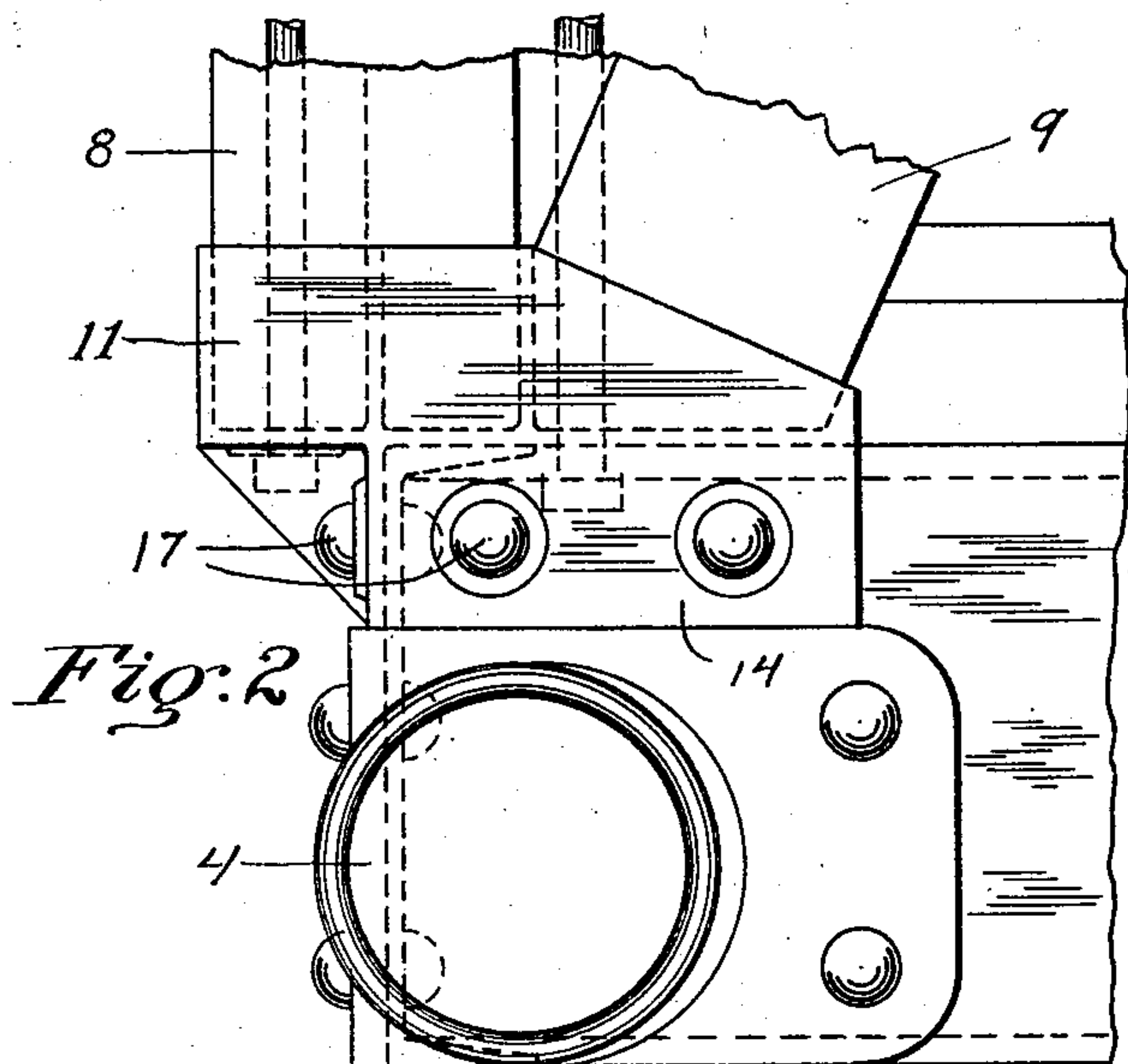


Fig. 2

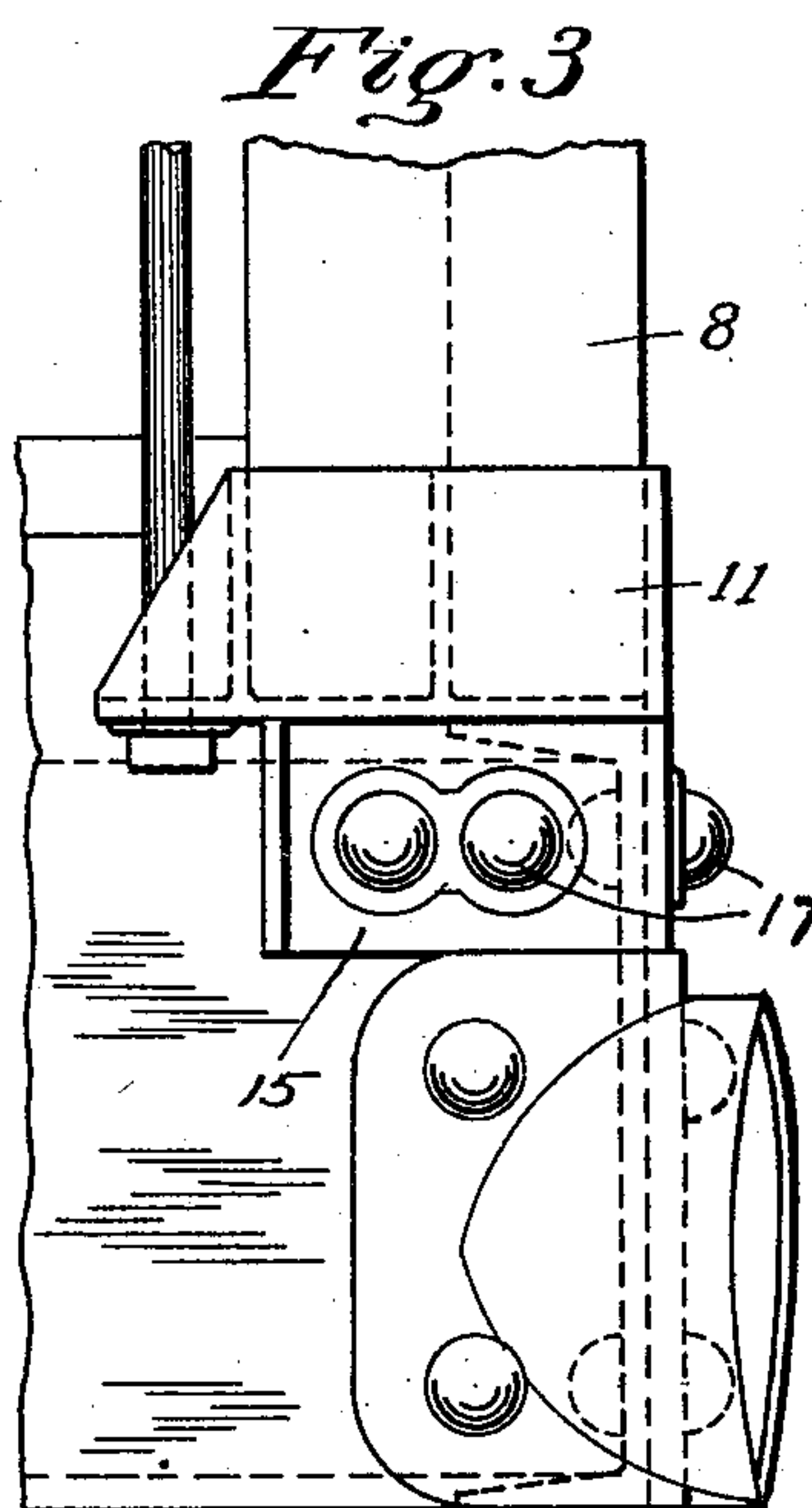


Fig. 3

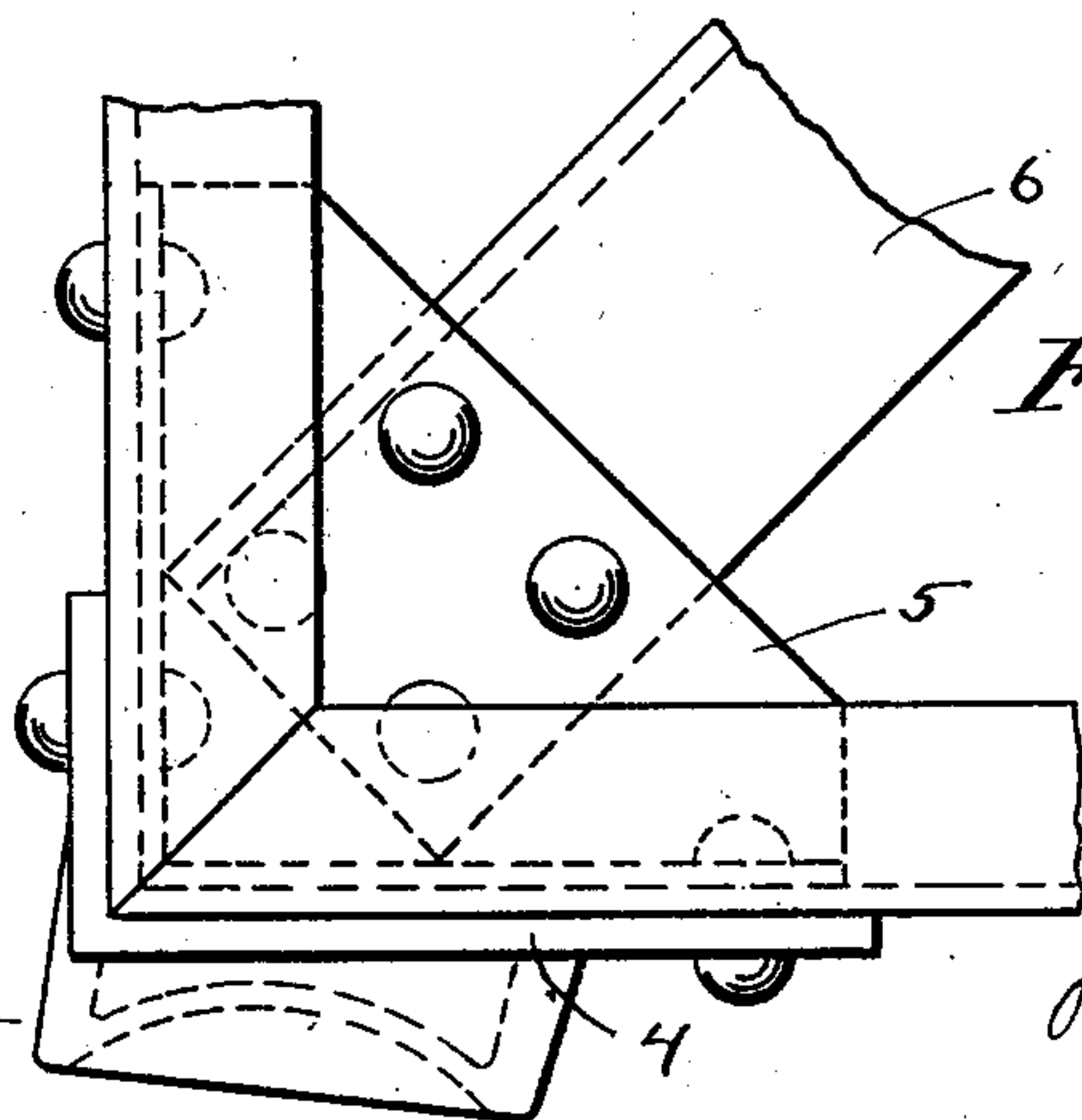


Fig. 4

Witnesses.

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UNITED STATES PATENT OFFICE.

ANDREW CHRISTIANSON, OF ALLEGHENY, PENNSYLVANIA, ASSIGNOR TO
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CORNER-POST POCKET.

SPECIFICATION forming part of Letters Patent No. 720,222, dated February 10, 1903.

Application filed July 3, 1902. Serial No. 114,205. (No model.)

To all whom it may concern:

Be it known that I, ANDREW CHRISTIANSON, a resident of Allegheny, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Corner-Post Pockets; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to railway-cars, and more especially to cars provided with a metallic underframe; and its object is to provide an improved corner connection for said cars which will serve also as a pocket for receiving the lower end of the corner-post and of the corner diagonal braces.

In the accompanying drawings, Figure 1 is a plan view of the underframing at one corner of the car, showing my improved corner-pocket applied thereto. Fig. 2 is an end view of one corner of a portion of the car. Fig. 3 is a side view of a portion of one corner of the car, and Fig. 4 is a plan view of the underframing with the corner-pocket removed.

The car shown is of the ordinary box type, having a wooden superstructure and metallic underframing. The underframing comprises side sills 1 and end sills 2, which may be of any desired cross-section, but which preferably are rolled channel-beams, as shown, placed with their flanges projecting inwardly. These sills are united at their ends at the corner, as shown in Fig. 4, and they are connected by means of the push-pole pocket 4, riveted to said side and end sills, as is the common practice. To the webs of the side and end sills is riveted a corner connection or gusset-plate 5, and to this may be secured the outer end of a diagonal brace 6, the inner end of which will be secured to the bolster or center sill. The superstructure may be of any preferred wooden construction, having wooden stringers 7, vertical wooden corner-posts 8, and diagonal braces 9. The lower ends of the corner-post and also of the diagonal brace 9 are stepped in the pocket-casting 11. This casting is provided with a recess 12 for receiving the corner-post and a recess 13 for receiving the end diagonal brace. If desired, it may be provided with an additional recess for re-

ceiving a side diagonal brace, or the recess for the diagonal end brace may be omitted, depending upon the design of the car-framing. The casting is provided with two downwardly-projecting flanges 14 and 15, respectively, which are at right angles to each other and unite at a common point, as at 16. The flange 14 is adapted to bear against the outer face of the end sill and the flange 15 against the outer face of the side sill. The major portion of the recess 12 projects beyond the flange 15 in the form of a bracket and sticks out beyond the side of the car, as shown in Fig. 2. Each of the flanges 14 and 15 is provided with a pair of holes, through which bolts or rivets 17 are passed in order to secure the pocket to the side and end sills. The pocket is also provided with one or more holes 18, through which pass framing-rods. By mitering the ends of the end and side sills together, as shown, a close connection is formed, and the joint is reinforced by the corner-post pocket described, as the flanges 14 and 15 effectually prevent the spreading apart of the corner-joint.

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

1. A corner-post pocket having a recess to receive a corner-post and having vertical flanges extending below the bottom of the pocket, said flanges extending at right angles to each other.

2. A corner-post pocket having a recess to receive the lower end of a corner-post and having vertical flanges extending below the bottom of the pocket, said flanges extending at right angles to each other and being provided with holes for receiving bolts or the like for securing said pocket to the end and side sills.

3. A corner-post pocket having recesses to receive the lower ends of a corner-post and a diagonal brace, said pocket being of angular form and having vertical flanges extending below the bottom thereof, said flanges being united at a common corner and extending at right angles to each other.

4. In a car-underframing, the combination with the metallic side and end sills provided

with mitered ends, a corner-post pocket provided with vertical flanges extending below the bottom of said pocket, said flanges extending at right angles to each other and
5 adapted to bear on the outer faces of the side and end sills, and means for securing said pocket to the side and end sills.

In testimony whereof I, the said ANDREW CHRISTIANSON, have hereunto set my hand.

ANDREW CHRISTIANSON.

Witnesses:

ROBERT C. TOTTEN,
G. C. RAYMOND.