

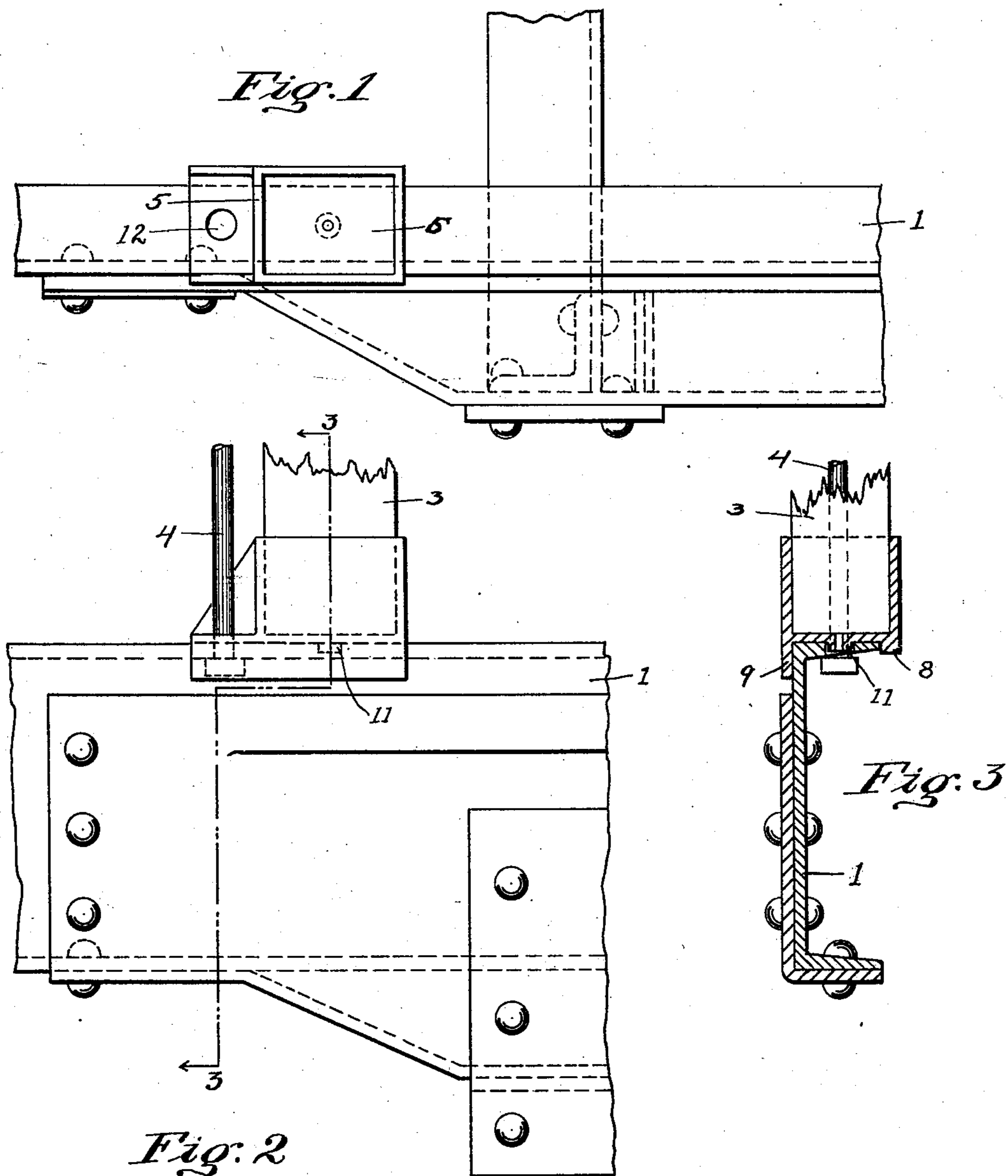
No. 720,223.

PATENTED FEB. 10, 1903.

A. CHRISTIANSON.  
END POST POCKET.

APPLICATION FILED JULY 3, 1902.

NO MODEL.



*Witnesses.*

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# UNITED STATES PATENT OFFICE.

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## END-POST POCKET.

SPECIFICATION forming part of Letters Patent No. 720,223, dated February 10, 1903.

Application filed July 3, 1902. Serial No. 114,206. (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 End-Post Pockets; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to box and similar cars, and more especially to the pockets for receiving the lower end of one end or side post; and it consists in a pocket such as is hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a plan view of the end sill and of the post-pocket. Fig. 2 is an end view of a portion of a box car, showing my invention applied thereto; and Fig. 3 is a cross-section through the end sill and post pocket.

The car may be of any of the usual or desired constructions.

In the drawings it is illustrated as a box-car having a metallic end sill, such as the rolled channel-beam 1, placed, preferably, with the flanges projecting inwardly, and a wooden superstructure, wooden posts 3, and frame-rods 4. The other necessary parts of a car have no relation to my invention and are not shown and need not be described.

The lower end of the post 3 is stepped in the pocket 5. This pocket is formed as the casting and is provided with the usual recess 6 for receiving the lower end of the post, and in case a diagonal brace is also to be stepped therein it will be provided with another recess for receiving the lower end of such brace. The pocket is provided with front and back depending flanges 8 and 9, the former extending over the edge of the flange of the end sill and the latter resting against the front face of said sill. These flanges effectually prevent movement of the pocket transversely of the end sill, and thus take the shearing strain off the bolt. The pocket is also provided with the perforated boss or lug 11, which fits into a hole or recess formed in the upper flange of the end sill, this lug preventing movement of the pocket lengthwise of the end sill. A hole 12 is provided at one side of the recess 6, through which hole the framing-bolt 4 passes.

The construction of end pocket shown is such that movement hereof both longitudi-

nally and transversely of the end sill is prevented, in this way taking all of the shearing strain from the framing-bolt.

It will of course be understood that the same construction of pocket may be employed along the sides of the car and that the pocket shown and described may be used in connection with wooden sills as well as with the metallic sill shown.

What I claim is—

1. A post-pocket comprising a body having a recess for receiving the end post and having a horizontal bottom face adapted to rest on the sill and having a flange extending below said bottom face and adapted to bear against one of the faces of the sill to prevent movement of the pocket transversely of said sill.

2. A post-pocket comprising a body having a recess for receiving the end of the post and having a flange extending below the bottom of the pocket and adapted to bear against one of the faces of the sill to prevent movement of the pocket transversely of said sill, said pocket also having a lug projecting from the under side thereof and adapted to fit in a recess in the sill to prevent the pocket from shifting longitudinally along the sill.

3. A post-pocket comprising a body having a recess to receive the end of the post and having two flanges extending below the bottom of the pocket and adapted to rest against the faces of the sill to prevent said pocket from moving transversely of the sill.

4. A post-pocket comprising a body having a recess to receive the lower end of the post and having a flange extending below the bottom of the pocket and adapted to bear against one of the faces of the sill, said pocket also having a lug projecting from the under side thereof adapted to fit into a recess in the sill and being provided with a projecting portion at one side of the recess, which projecting portion is provided with a hole for receiving a framing-bolt.

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

ANDREW CHRISTIANSON.

Witnesses:

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