

No. 824,125.

PATENTED JUNE 26, 1906.

P. M. KILROY.

COMBINATION TRUSS ROD STAND AND ANCHOR BRACKET.

APPLICATION FILED SEPT. 20, 1905.

Fig. 1.

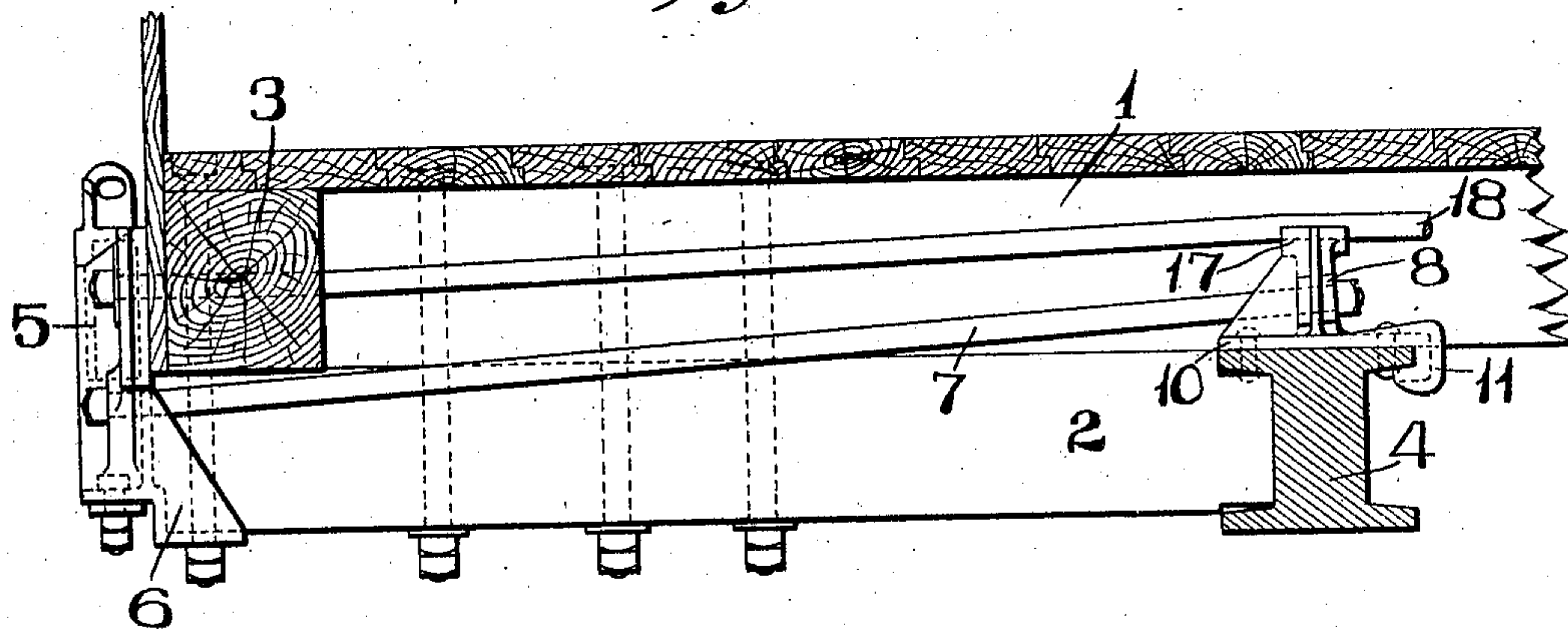


Fig. 2.

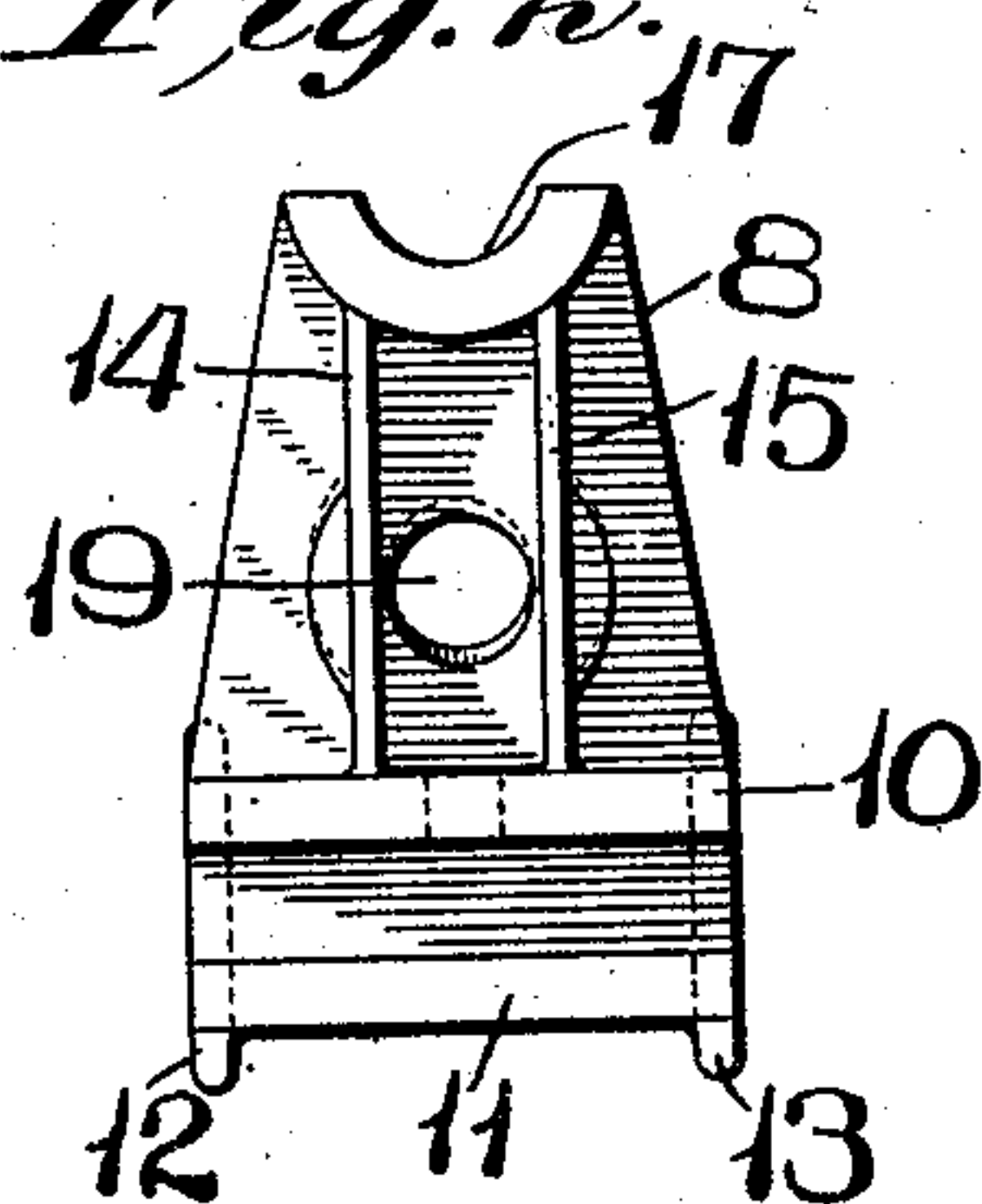


Fig. 3.

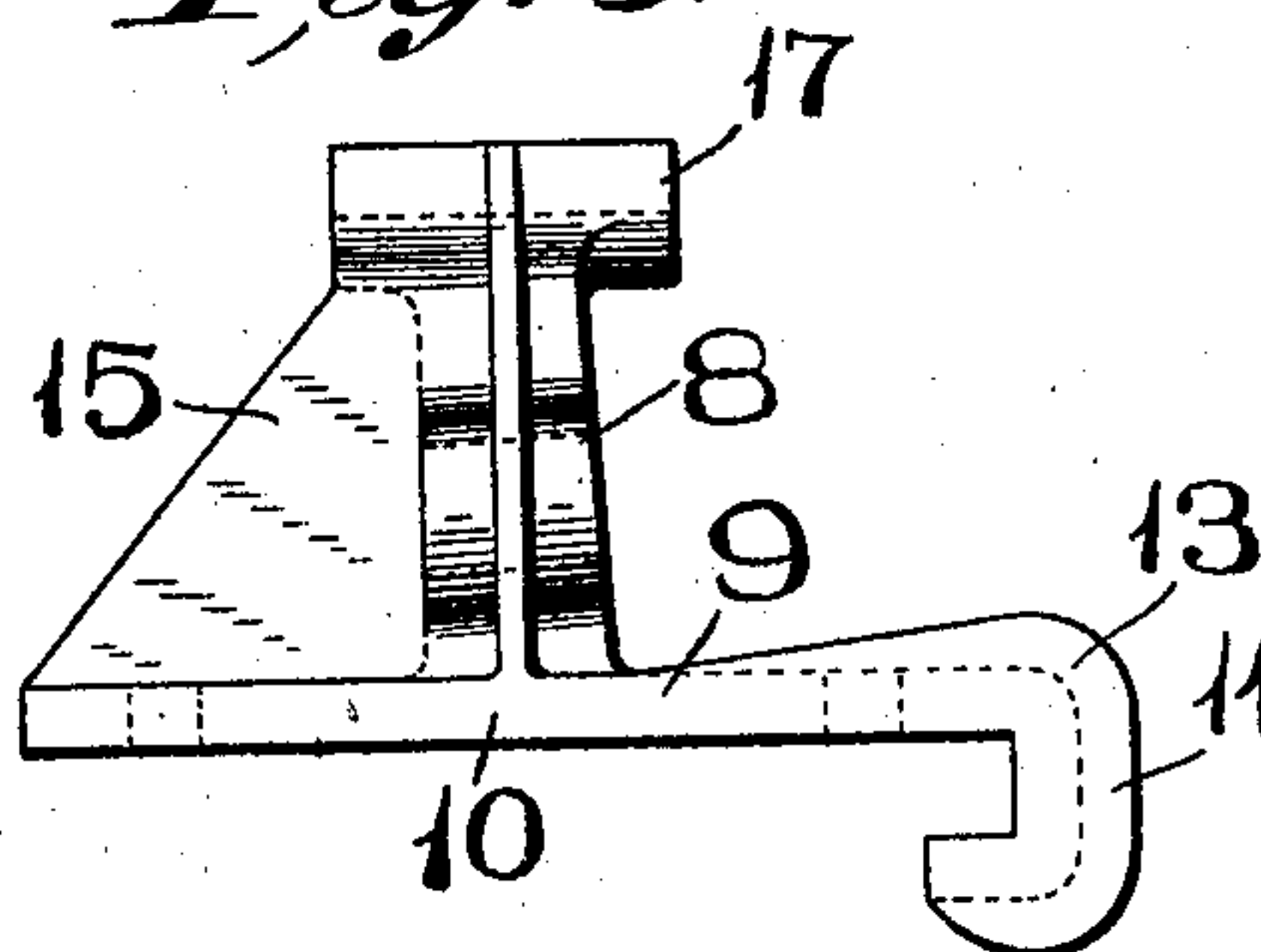
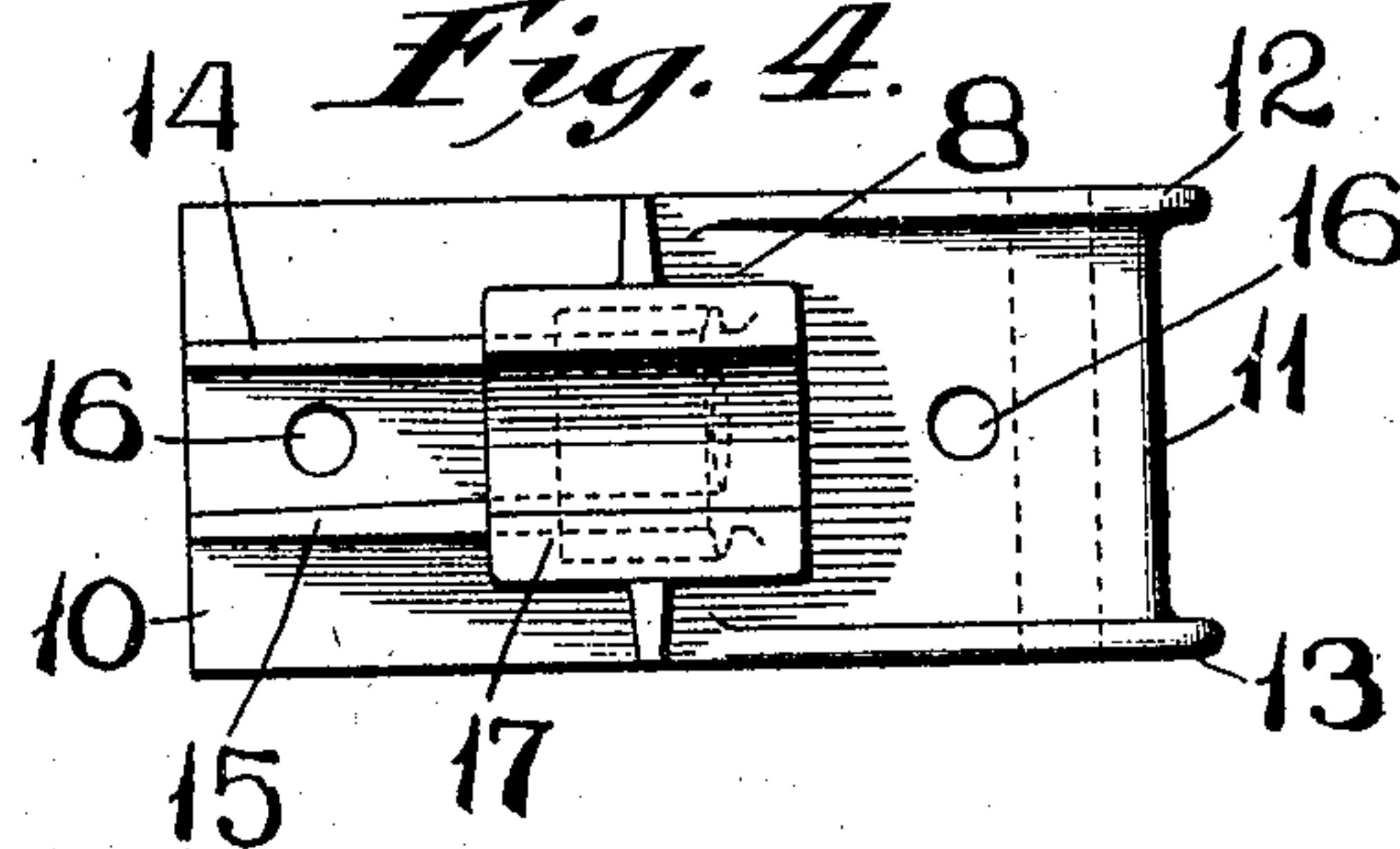


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

PATRICK M. KILROY, OF PINE BLUFF, ARKANSAS, ASSIGNOR OF ONE-THIRD TO THOMAS E. ADAMS AND ONE-THIRD TO JOHN E. BROWN, OF PINE BLUFF, ARKANSAS.

COMBINATION TRUSS-ROD STAND AND ANCHOR-BRACKET.

No. 824,125.

Specification of Letters Patent.

Patented June 26, 1906.

Application filed September 20, 1905. Serial No. 279,280.

To all whom it may concern:

Be it known that I, PATRICK M. KILROY, a citizen of the United States, residing at Pine Bluff, Arkansas, have invented a certain new and useful Improvement in a Combination Truss-Rod Stand and Anchor-Bracket, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical sectional view through a portion of the underframing of a car to which my invention is applied. Fig. 2 is an end elevational view of the truss-rod stand and anchor-bracket. Fig. 3 is a side elevational view of the same, and Fig. 4 is a top plan view thereof.

This invention relates to railway-cars, and particularly to a truss-rod stand and anchor-bracket. The device is so constructed that it may easily be attached to a flanged part of the car—for example, its bolster—and it is arranged so that the usual rod for supporting the dead-wood, or, as shown in the present instance, an end casting, may be securely anchored in its desired position. The device is also designed to support the usual truss-rod in a manner to be hereinafter described.

In the drawings, 1 designates the center sill, 2 the draft-sills secured thereto, and 3 the end sill. The bolster 4 is illustrated as a flanged member, approximately of I-beam shape.

5 is an end casting which includes the dead-wood protecting-plate and draft-timber end casting with a wooden dead-wood. I therefore designate this casting 5 as a "dead-wood" casting. The casting is provided with flanges 6, forming sockets for the reception of the ends of the draft-sills, the opposite ends of the draft-sills terminating adjacent the bolster 4. A rod 7 is shown as passing through the casting 5 and through a standard 8 on the anchor-bracket 9. This anchor-bracket consists of the standard 8, having a horizontal base 10, with a hook-shaped engaging portion 11, which passes over the edge of the top of the bolster 4, said hook-shaped portion having vertical reinforcing-flanges 12 and 13. The forward portion of the standard 8 is connected to the base 10 by the webs

14 and 15 to brace the standard against the strain incident to the pull on the rod 7 when it is tightened to hold the dead-wood casting 5 in position. The base 10 rests flat on the top of the bolster and is provided with openings 16, through which rivets or other fastening devices may be passed to secure it to the bolster and hold it against displacement.

The upper extremity of the standard 8 is provided with a horizontal concave approximately semicircular seat 17. This seat 17 is for the purpose of receiving the truss-rod 18, the ends of which are connected to the dead-wood casting 5 at each end of the car, the intermediate portions of said truss-rod 18 passing down beneath the car in the usual manner.

From the description just given it will be seen that the anchor-bracket and truss-rod stand will be light, durable, and strong and that the parts are sufficiently braced to withstand any strains to which the same would be subjected in ordinary service. The opening 19, through which the rod 7 passes, is arranged between the webs 14 and 15, so that the pull from the rod 7 will to a considerable extent be against these webs, which are well adapted to resist such strains.

While I have illustrated a single bracket, it is understood that in actual practice these brackets will preferably be used in pairs; but of course any number may be employed to suit the demands of the car-builder.

Having thus described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. A device of the class described comprising a casting having an upstanding standard supported thereby, which standard is provided with an opening for a tie-rod, webs connecting one side of the standard and the top of the base, the said opening being between said webs, and a hook-shaped terminal remote from the webs and for engagement with one of the side edges of the top of a bolster; substantially as described.

2. In a device of the class described, a base having a portion adapted to engage a flanged part of the bolster, a standard having a perforation for the reception of a stay-rod, and a truss-rod-receiving seat in the upper end of the standard; substantially as described.

3. The combination with a base, of an up-

standing standard carried by the base, spaced webs connected to one side of the standard and to the top of the base, said standard having an opening for a tie-rod, and a truss-rod-receiving seat in the upper end of the standard; substantially as described.

4. A device of the class described comprising a base, a flanged standard carried by the base and having an opening for a tie-rod, a depending hook-shaped part for engaging with a flanged part of the bolster, and a truss-rod-receiving seat in the upper end of the standard; substantially as described.

5. A device of the class described comprising a casting having an upstanding standard supported thereby, which standard is provided with an opening for a tie-rod, webs connecting one side of the standard and the top of the base, the said opening being between said webs, a hook-shaped terminal remote from the webs and for engagement with one of the side edges of the top of a bolster, and a truss-rod-receiving seat in the upper end of the standard; substantially as described.

6. In a car, the combination with a bol-

ster, draft-sills and end sills, of a dead-wood casting adjacent the end sill, an anchor-bracket engaging the bolster and having a standard provided with an opening, and a rod projecting through the dead-wood casting and through the opening in the standard; substantially as described.

7. In a car, the combination with a bolster, draft-sills, and end sill, of a dead-wood casting adjacent the end sill and having seats for the reception of the ends of the draft-sill, a bracket carried by the bolster, a rod passing through the dead-wood casting and bracket, and a truss-rod extending from car end to car end and passing over and supported by the upper end of the bracket; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 18th day of September, 1905.

P. M. KILROY.

Witnesses:

CORA M. BADGER,
GEORGE BAKEWELL.