

No. 832,110.

PATENTED OCT. 2, 1906.

H. W. WOLFF.
SPLICED CAR SIDE.
APPLICATION FILED MAR. 19, 1906.

Fig. 1:

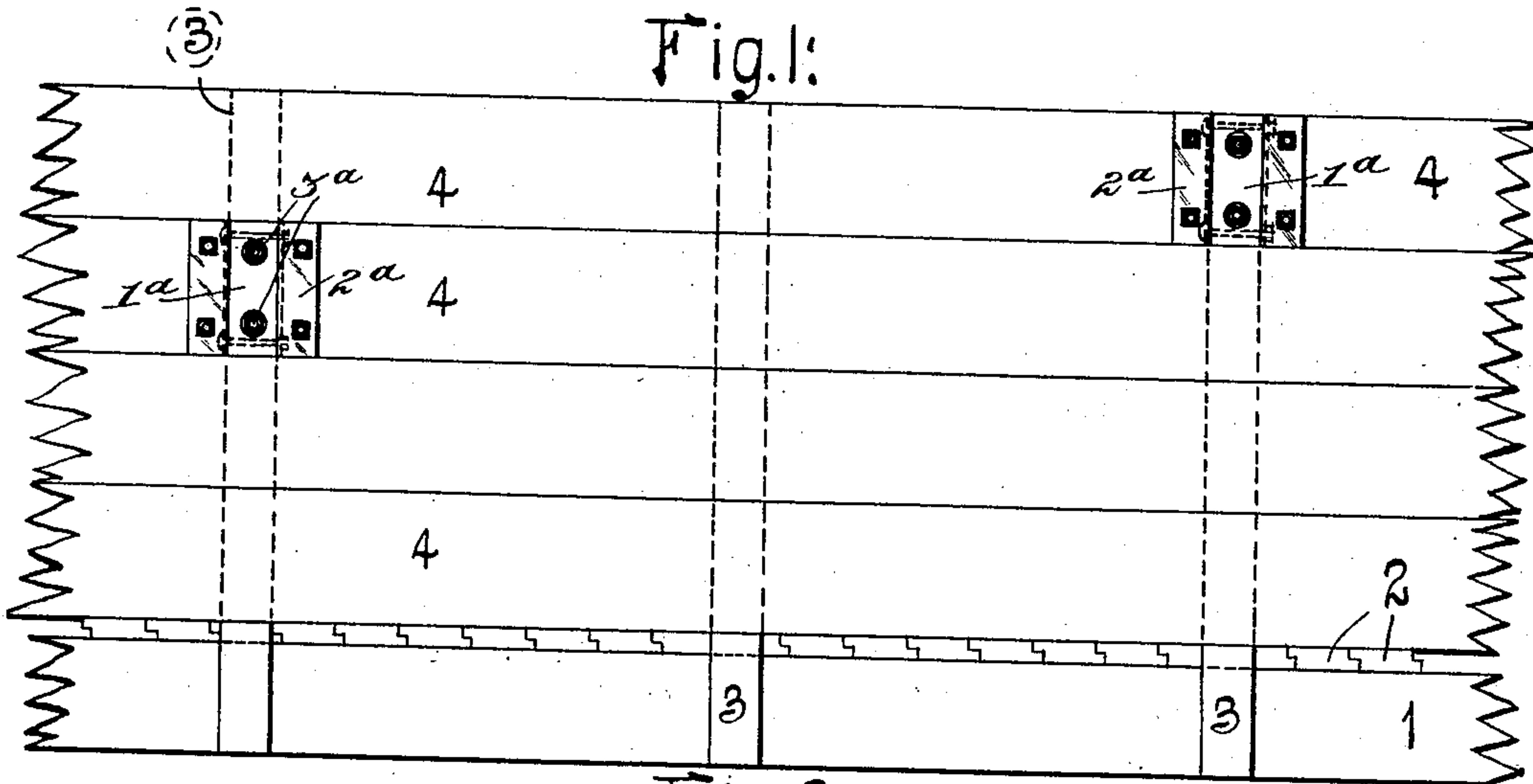


Fig. 2.

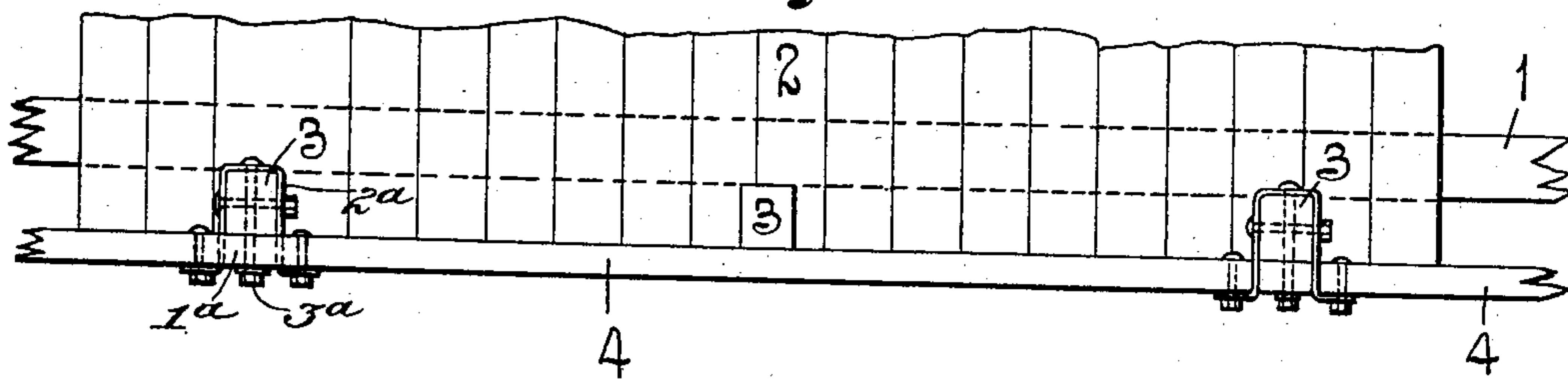
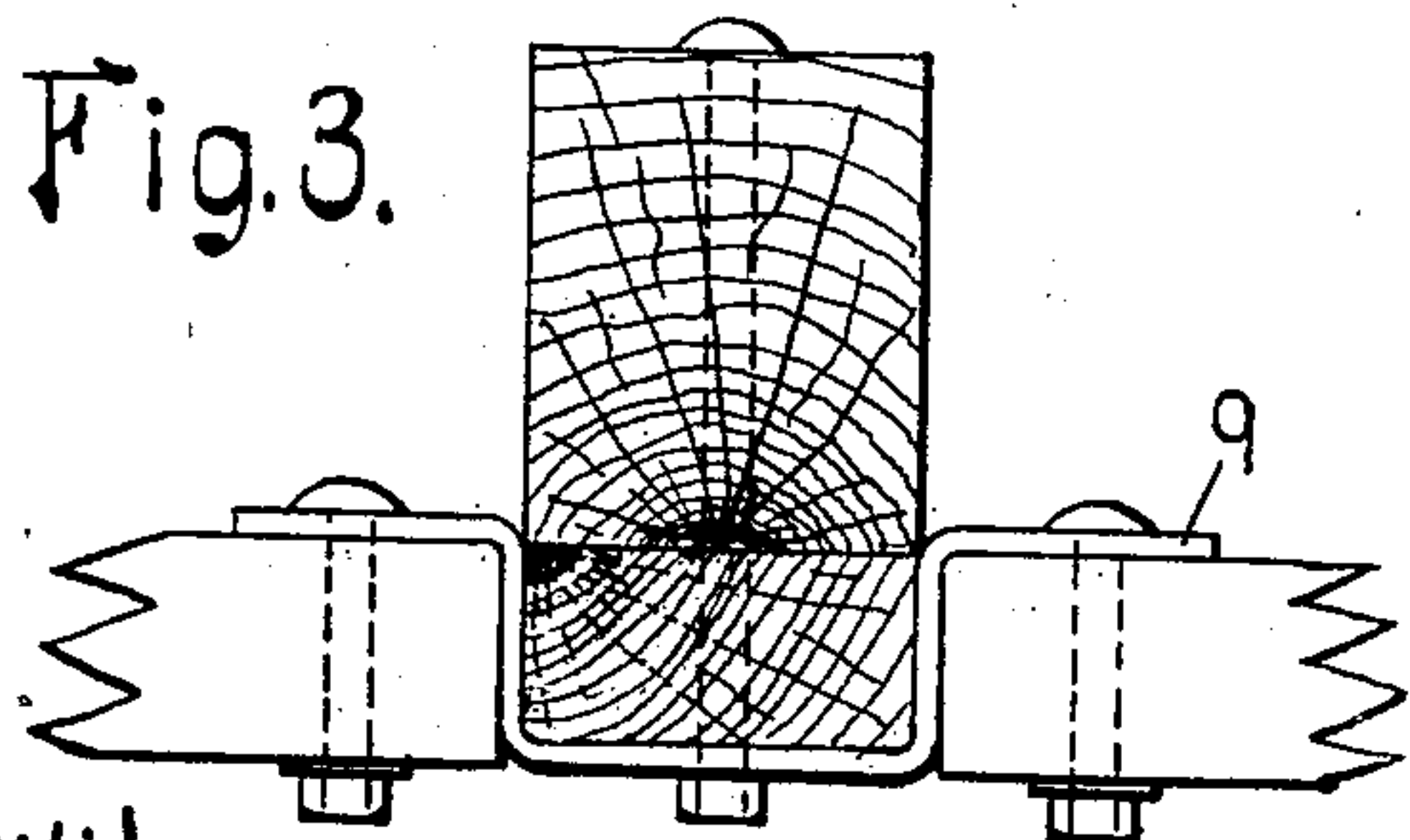
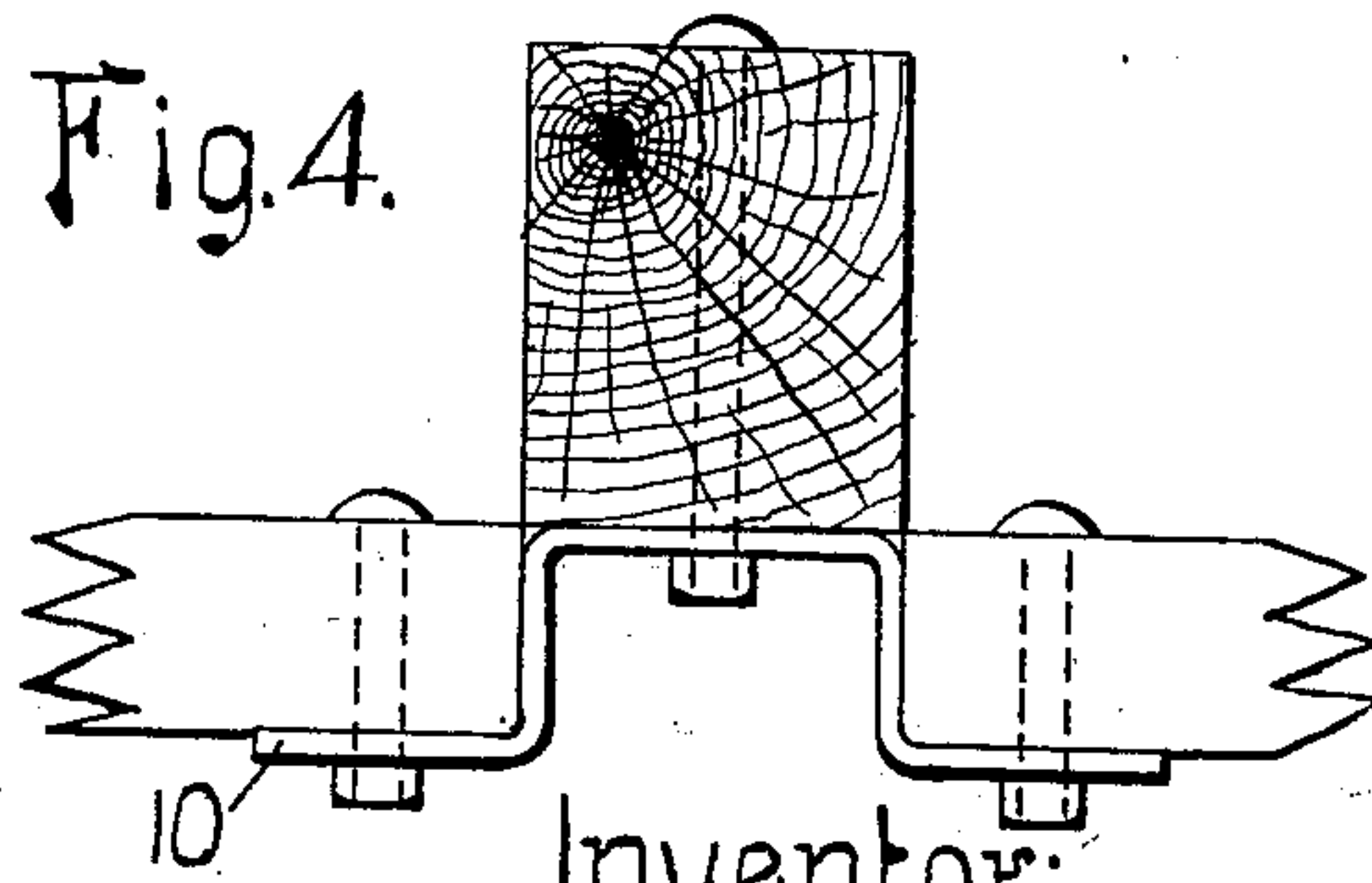


Fig. 3.



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Fig. 4.



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UNITED STATES PATENT OFFICE.

HERBERT W. WOLFF, OF ST. LOUIS, MISSOURI, ASSIGNOR TO AMERICAN CAR & FOUNDRY COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF NEW JERSEY.

SPliced CAR SIDE.

No. 832,110.

Specification of Letters Patent.

Patented Oct. 2, 1906.

Application filed March 19, 1906. Serial No. 306,816.

To all whom it may concern:

Be it known that I, HERBERT W. WOLFF, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Spliced Car Sides, 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 side elevational view showing a portion of a car side spliced according to my present invention. Fig. 2 is a top plan view of the same, and Figs. 3 and 4 are plan views of modified forms of splicing members.

This invention relates to a new and useful improvement in spliced car sides, the object being to enable the use of short lengths of boards which constitute the containing side walls of the car.

In recent years the designs in railway rolling-stock have been changed considerably due to the employment of steel in car construction, particularly in the underframing of cars. Prior to the adoption of the steel underframes and when the underframes were made of wood the longitudinal sills and boards constituting the side wall usually extended from end to end without a break, this being possible on account of the comparatively short lengths of the wooden cars. The advent of the steel underframing, however, permitted an increase to be made in the length of cars, and such increase has resulted in the necessity for securing lumber commensurate with the increased length of the cars. The cost of such long lumber, however, is almost prohibitive, and I have therefore designed several forms of splicing parts or members, whereby the short lengths of lumber may be used, it being desirable, of course, in the use of these shorter lengths to break joints, so as not to weaken the containing walls.

Referring to Figs. 1 and 2 of the drawings, which illustrate the preferred form of my invention, 1 indicates the longitudinal sill member of the car, on which is arranged the floor 2. As shown, this floor projects slightly beyond the sill member 1. 3 represents the

posts, secured to the sill member 1, and 4 represents the boards constituting the side wall of the car. Fastened to alternate posts by means of bolts 3^a are splicing members 2^a, which are substantially U-shaped and are provided with laterally-extending flanges, as shown in Figs 1 and 2. The ends of the boards 4 are secured to these flanges by bolts, the flanges engaging the outer faces of the boards, and interposed between the portions of the legs of the U-shaped devices which project outwardly from the posts 3 are fillers 1^a, which are secured to the posts 3 by the same bolts 3^a which connect said U-shaped devices to the posts.

Fig. 3 shows a modified form of my invention in which the splicing member 9 is substantially U-shaped, the same being secured to the post at its center by means of a bolt, while the ends of the boards are secured to the outwardly-extending legs of the U-shaped splicing member by means of bolts.

In Fig. 4 the splicing member 10 is similar to that shown in Fig. 5; except that its position is reversed.

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

1. A combined reinforcement and splice for cars of substantially U shape and having its center portion secured to the car stake or post; substantially as described.

2. A car-splice of U shape having flat flanges on either side thereof, said flanges being secured to the car sides; substantially as described.

3. A combined reinforcement and splice for cars of U shape with flat flanges on either side; substantially as described.

4. A car-splice of U shape with flanges secured to the outside of the car sides; substantially as described.

5. A car-splice of approximately U shape surrounding the side post inside of the car and provided with laterally-extending flanges which engage the outer faces of the side boards which are secured to said flanges; substantially as described.

6. In a car construction, the herein-described side wall consisting of short lengths of boards, side posts, U-shaped splicing devices

surrounding said posts and projecting out-
wardly therefrom, flanges on said devices to
which said boards are secured, and fillers in-
terposed between the portions of the legs of
5 said U-shaped devices which project beyond
the outer faces of the side posts; substan-
tially as described.

In testimony whereof I hereunto affix my
signature, in the presence of two witnesses,
this 14th day of March, 1906.

HERBERT W. WOLFF.

Witnesses:

WELLS L. CHURCH,
GEORGE BAKEWELL.