

No. 837,895.

PATENTED DEC. 4, 1906.

A. BECKER.

STEEL UNDERFRAME CONSTRUCTION FOR CARS.

APPLICATION FILED FEB. 7, 1906.

3 SHEETS—SHEET 1.

Fig. 1.

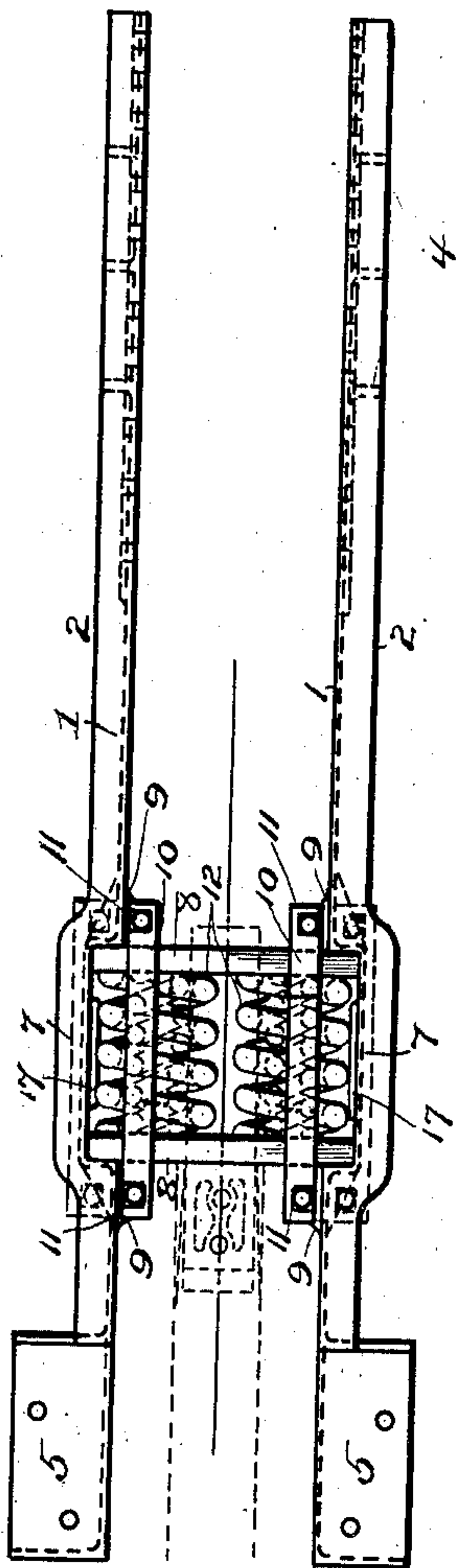


Fig. 2.

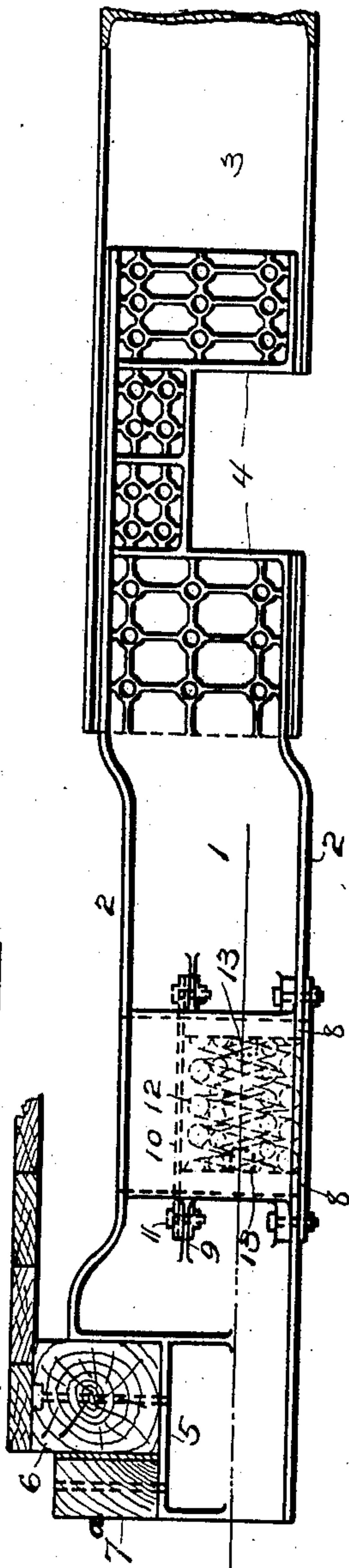
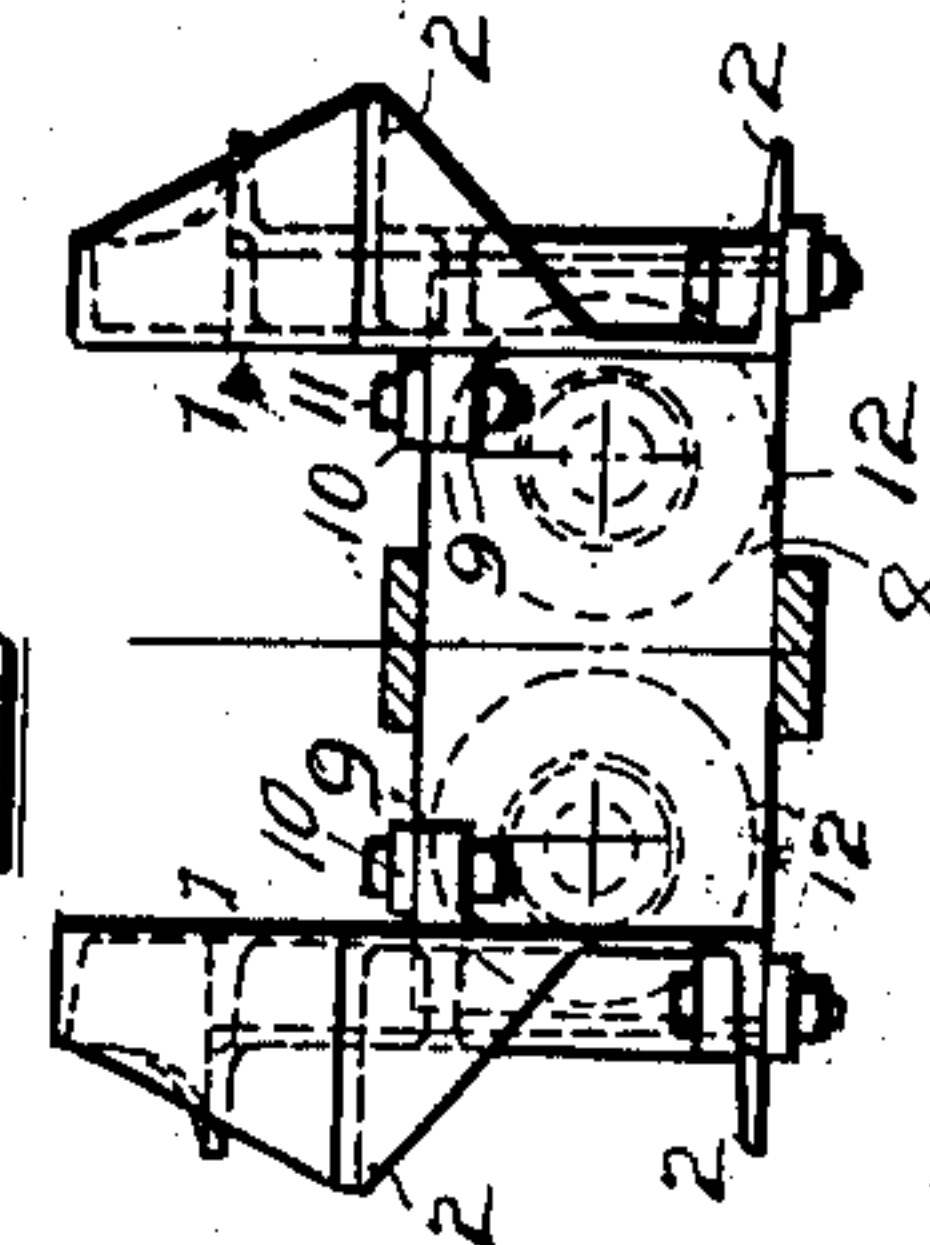


Fig. 3.



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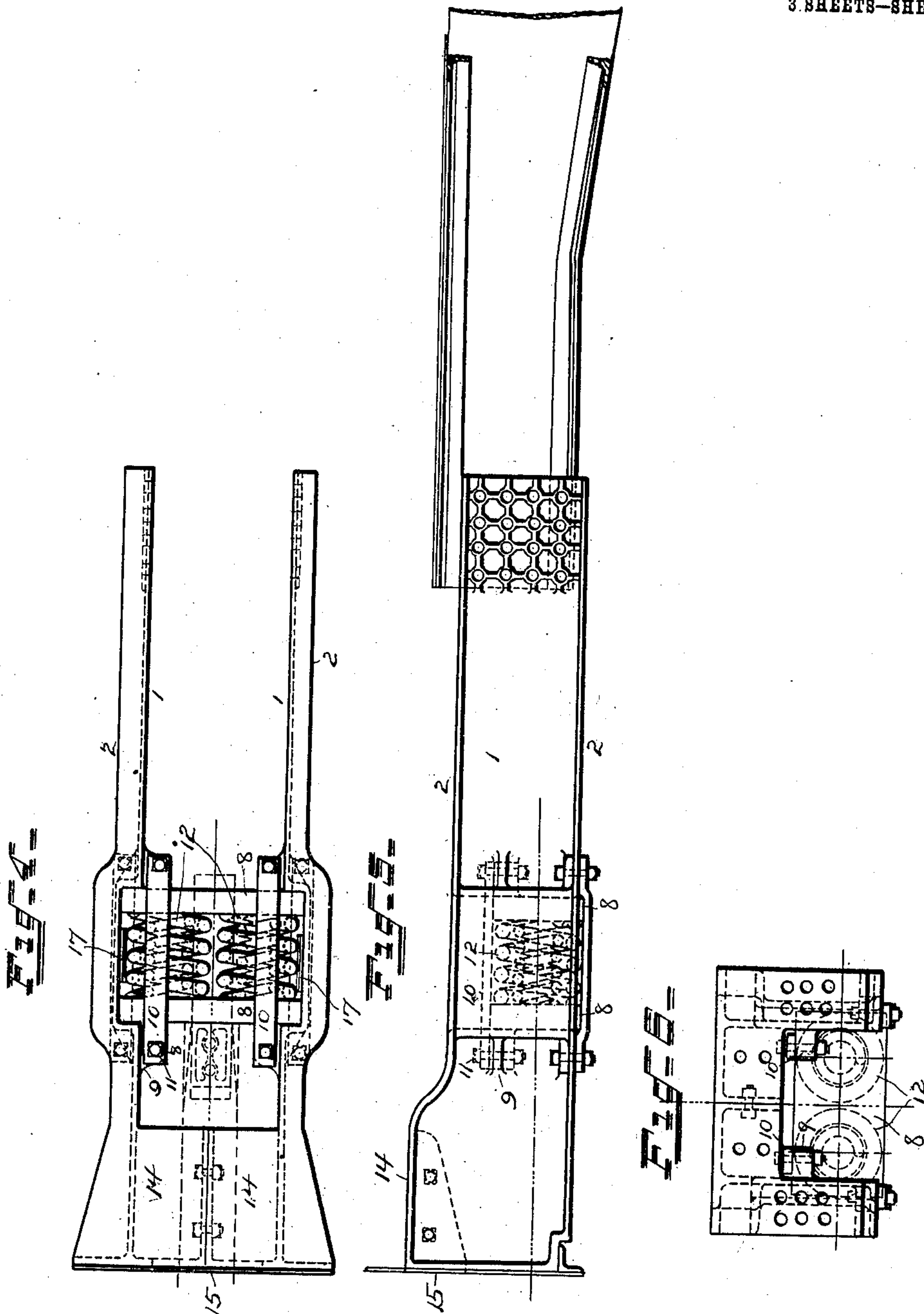
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3 SHEETS—SHEET 2.



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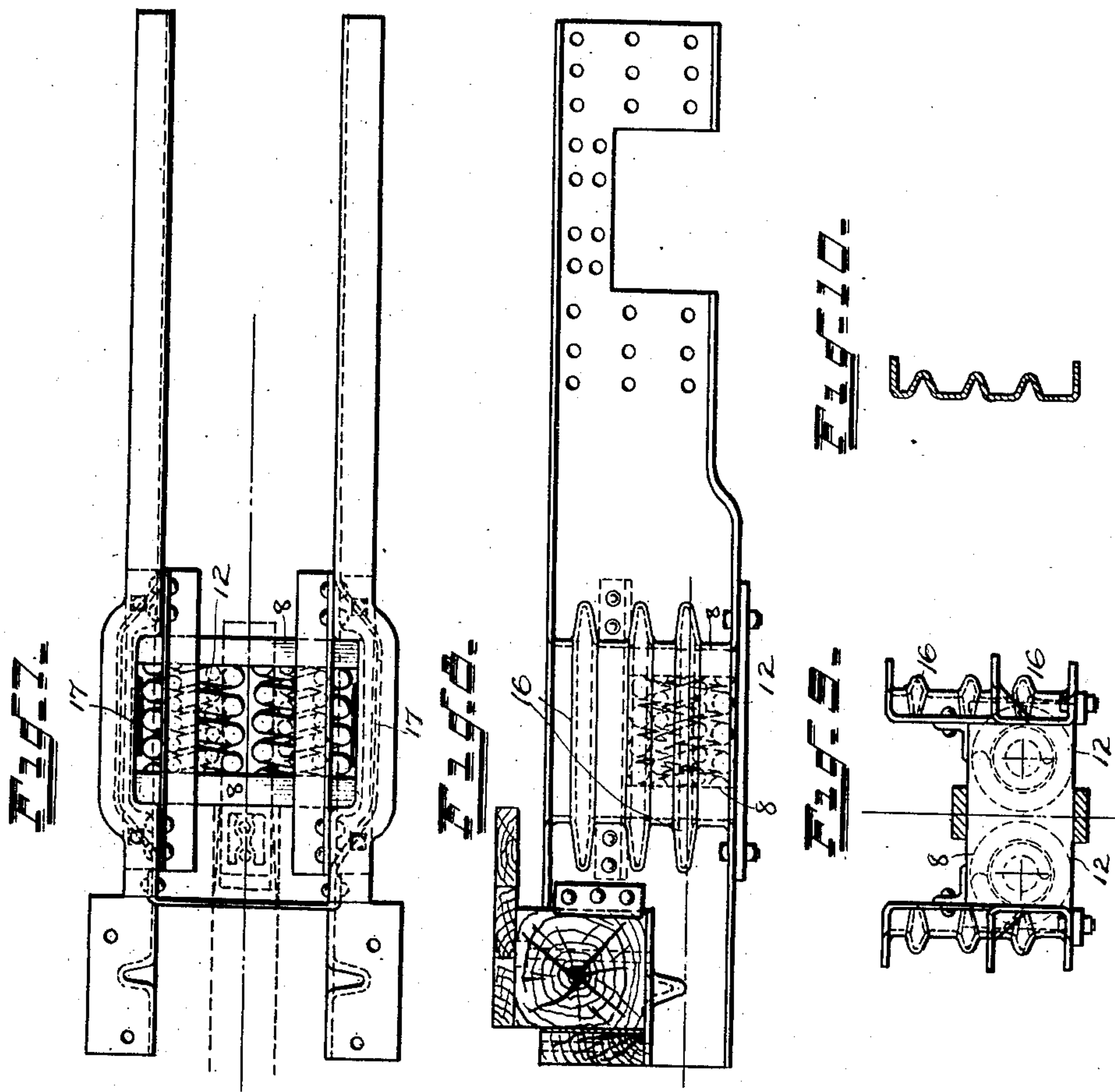
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3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

ANTON BECKER, OF COLUMBUS, OHIO, ASSIGNOR TO THE RALSTON
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STEEL UNDERFRAME CONSTRUCTION FOR CARS.

No. 837,895.

Specification of Letters Patent.

Patented Dec. 4, 1906.

Application filed February 7, 1906. Serial No. 299,989.

To all whom it may concern:

Be it known that I, ANTON BECKER, a resident of Columbus, in the county of Franklin and State of Ohio, have invented certain new and useful Improvements in Steel Underframe Construction for Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in steel underframe construction for cars, the object of the invention being to provide improved mounting for the springs and follower-plates of the draft-rigging, improved assembling of draft-sills and center sills, and construct the sills in a simple yet strong and durable manner.

With these and other objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts as will be more fully hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view illustrating one form of my improvements. Fig. 2 is a side view showing the same in position. Fig. 3 is an end view, and Figs. 4, 5, 6, 7, 8, 9, and 10 are views of modifications.

Referring to Figs. 1, 2, and 3, 1 1 represent my improved cast-steel draft-sills having outwardly-projecting flanges 2 2 at their upper and lower edges and adapted to fit between similar flanges of the center sills 3 and both center and draft sills made with aligned openings or pockets 4 to receive the body-bolster. (Not shown.) The outer ends of the draft-sills 1 1 are made with depressed supporting-plates 5 5 for the car end sill 6 and dead-wood 7^a and are made with suitable holes to receive bolts to secure the parts in position.

Pockets 7 7 are provided in the draft-sills 1 1 to accommodate the follower-plates 8 8, and internal lugs 9 are made on the sills, to which lugs bars 10 are secured by bolts 11 and give support at top and bottom for the follower-plates, and nested coiled springs 12 12 are located side by side between the follower-plates and are held against displacement by lugs 13 on the follower-plates projecting into the ends of the springs.

In the construction shown in Figs. 4, 5, and 6, which is adapted for use with metallic end sills, buffing-brackets 14 are provided at the end of sills 1 1, to which reinforcing-plates 15 may be secured, and thus dispense with the provision of separate buffing attachments to the sills.

Figs. 7, 8, 9, and 10 illustrate my improvements constructed of sheet-steel stamped into proper form, having strengthening longitudinal ribs 16 at the follower-pockets and other necessary changes incident to the employment of sheet metal instead of cast. In the pockets 7 7 webs or stops 17 are made to limit the movement of the follower-plates and prevent jamming of the springs under excessive shocks or strains.

A great many other slight changes might be made in the general form and arrangement of the parts described without departing from my invention, and hence I do not restrict myself to the precise details set forth, but consider myself at liberty to make such slight changes and alterations as fairly fall within the spirit and scope of my invention.

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

1. In a device of the character described, the combination of draft-sills having flanges at top and bottom, center sills having flanges at top and bottom to receive the draft-sills between them and both center and draft sills having aligned openings or pockets for the body-bolster.

2. The combination with draft-sills, of buffing-brackets at one end thereof, said buffing-brackets bridging from one draft-sill to the other and means securing the inner abutting ends of said brackets together.

3. The combination with draft-sills, of a buffing-bracket integral with the forward end of each sill, said buffing-brackets projecting toward each other, and means for securing said buffing-brackets together.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ANTON BECKER

Witnesses:

S. W. FOSTER,

S. G. NOTTINGHAM.