C. L. SCHWARTZ.

RAILROAD CAR.

APPLICATION FILED MAY 17, 1909.

965,232. Patented July 26, 1910.

Fig. 1.

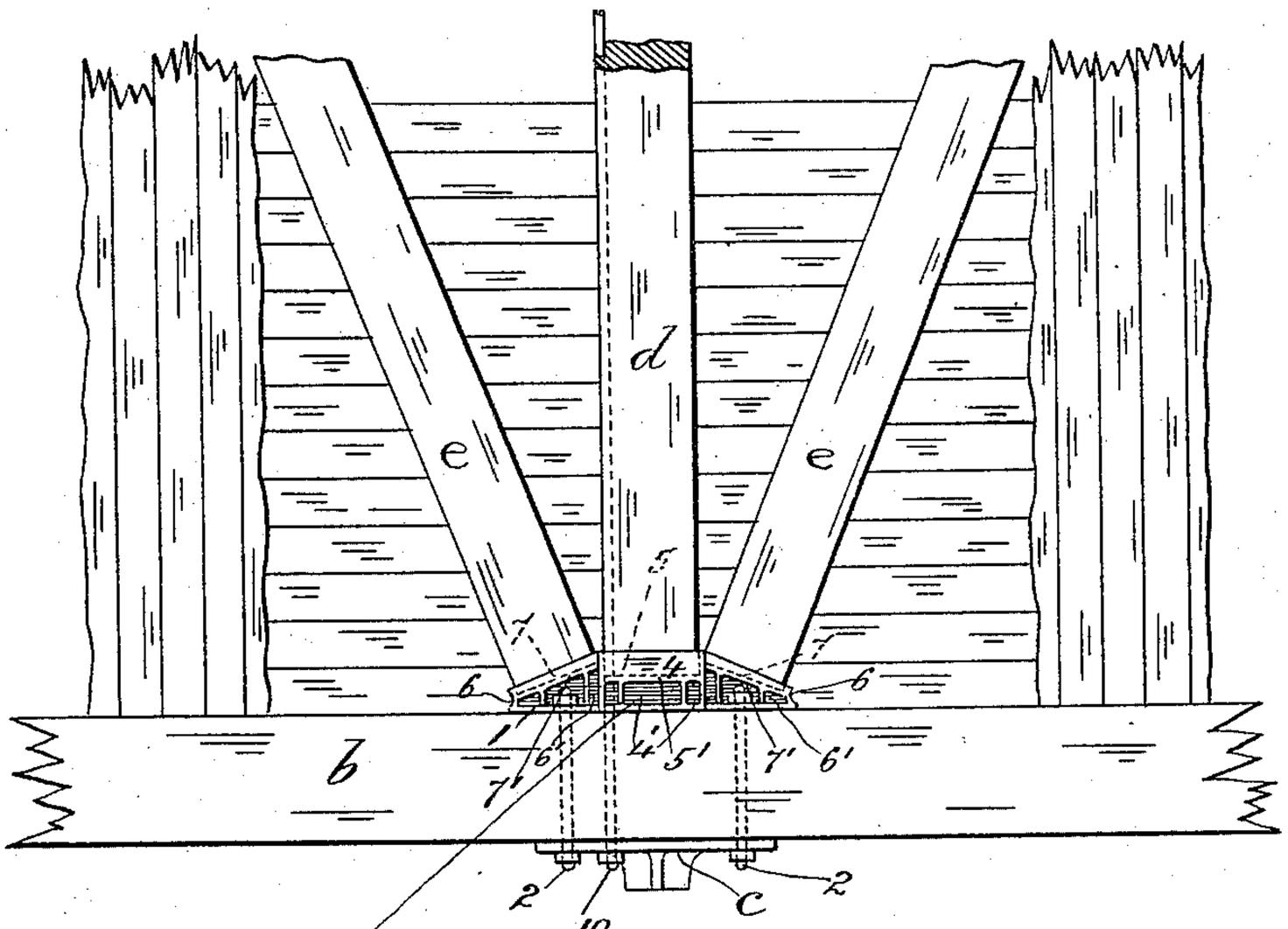



Fig. 2.

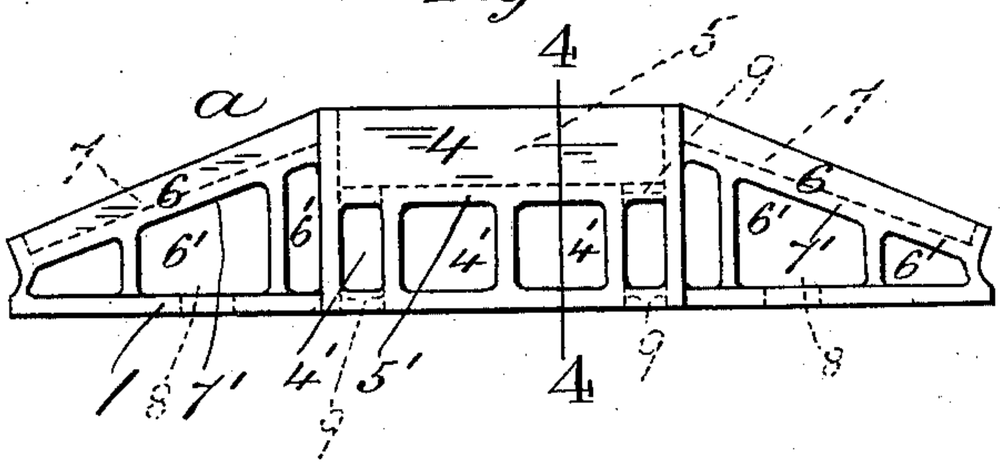



Fig. 3.

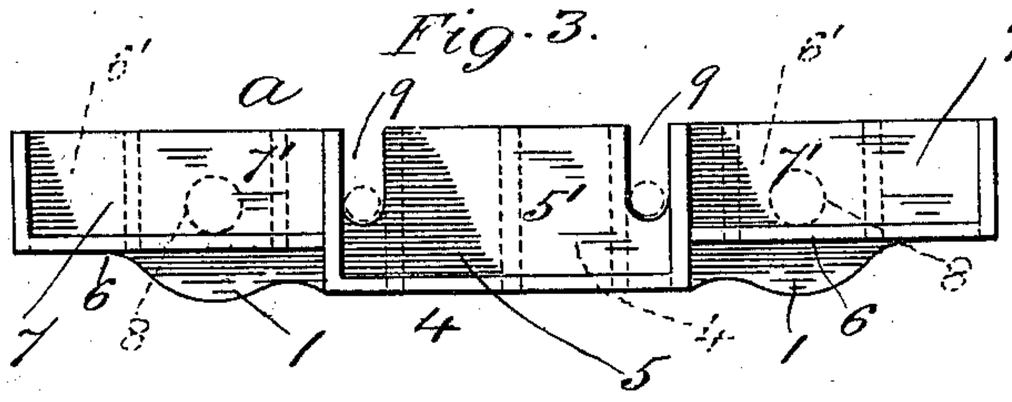
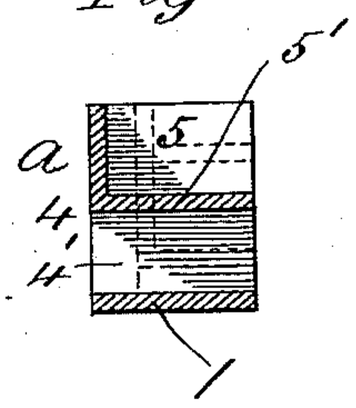



Fig. 4.

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# UNITED STATES PATENT OFFICE.

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## RAILROAD-CAR.

965,232. Specification of Letters Patent. Patented July 26, 1910.

Application filed May 17, 1909. Serial No. 496,548.

*To all whom it may concern:*

Be it known that I, CARL L. SCHWARTZ, a citizen of the United States, residing at St. Charles, in the county of St. Charles and State of Missouri, have invented a new and useful Improvement in Railroad-Cars, of which the following is a specification.

My invention relates particularly to the post and brace castings of a railroad car frame, and has for its object to enable the posts and braces to be removed and replaced without disturbing the sills and plates of the frame as at present.

It consists in features of novelty as hereinafter described and claimed, reference being had to the accompanying drawing forming part of this specification, whereon,

Figure 1, is an outside elevation of my improved post and brace casting as applied to the longitudinal sill of a car underframe for receiving and holding one of the upright posts and adjacent diagonal braces of the car frame; Fig. 2, a similar view of the casting detached, to enlarged scale; Fig. 3, a top plan view thereof, and Fig. 4, a vertical transverse section therethrough on line 4, 4, in Fig. 2.

Like letters and numerals of reference denote like parts in all the figures.

*a* represents my improved post and brace casting (of steel or other suitable metal), comprising a base-plate 1 which is adapted to bear at its underside on the longitudinal sill *b* of the car underframe and is secured thereto by bolts 2 which in the present case pass through the transom *c*, sill *b*, and base-plate 1, and are secured against the top of the latter and the underside of the transom *c* by nuts, as shown.

Projecting upward from the middle part of the base-plate 1 is a bracket 4 in which is formed at the top a rectangular-shaped pocket or recess 5 adapted to receive and hold the lower portion of the upright post *d* of the car frame, the pocket 5 being closed on all sides except the top and at one side (preferably the inside) longitudinally with the sill *b*, and having its bottom wall 5′ on which the bottom end of the post *d* bears in its assembled position, horizontally arranged at a suitable distance above the base-plate 1 for the purpose hereinafter referred to, the bracket 4 between the base-plate 1 and the bottom 5′ of the pocket 5 having suitable lightening openings 4′ preferably formed transversely therethrough as shown.

Similarly, projecting upward from the base-plate 1 between each end thereof and the corresponding end of the bracket 4, is a bracket 6 which is inclined downward at the top from the bracket 4 and formed thereat with a pocket or recess 7 adapted to receive and hold the lower portion of one of the diagonal braces *e* of the car frame, the pocket 7 being closed on all sides except the top and at one side (preferably the inside) longitudinally with the sill *b*, and having its bottom wall 7′ against which the bottom end of the brace *e* in its assembled position bears, inclined preferably, at right angles to the brace *e* at a suitable distance above the base-plate 1, the bracket 6 between the base-plate 1 and the bottom 7′ of the pocket 7 having suitable lightening openings 6′ preferably formed transversely therethrough as shown.

Through the base-plate 1 beneath the bottom 7′ of each end or brace pocket 7 is formed an opening 8 for the passage therethrough of the bolt 2 (Fig. 1) by which the casting *a* is fixed to the sill *b* as before described, while through the bottom 5′ of the middle or post pocket 5 and correspondingly through the base-plate 1 beneath, are formed transverse slots 9 which open out from the casting *a* at the side thereof corresponding to the open sides (in the present case the inside) of the pockets 5 and 7 and are adapted to allow free passage therethrough of the bolt 10 by which the sill *b* and plates of the frame are secured together in the usual well-known manner, and for enabling the casting *a* to be removed outwardly from the sill *b* and frame without the necessity of disconnecting the bolt 10. In this construction, by eliminating the bosses or projecting studs usually formed on the underside of the casting for engagement with recesses in the car sill, and by having pockets open at one side, the posts and braces can be removed laterally without disturbing the sills and plates of the car frame with their connecting bolts as now necessary; moreover, in the case of a car frame having the posts and braces initially tenoned into the sills and plates, when the posts and braces become decayed thereat their defective portions can be removed, or in other

words, the posts and braces shortened to the extent of the distance between the sills and the bottoms of the pockets in the castings which in this case are substituted for the mortise and tenon joints and placed in position laterally between the sills and the shortened ends of the posts and braces.

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

1. In a car frame, the combination of a post casting having a pocket adapted to hold the end portion of the said post, the bottom of the said pocket being spaced apart from the bottom of the casting, substantially as described.

2. In a car frame, the combination of a post casting adapted to hold the end portion, and forming substantially a longitudinal extension, of the said post, substantially as described.

3. In a car frame, the combination of a post and brace casting having pockets adapted to hold the said post and brace, the bottoms of the said pockets being spaced apart from the bottom of the casting, and removable means for fixing the casting to the said frame, substantially as described.

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