

No. 649,172.

Patented May 8, 1900.

G. B. MALTBY & B. HASKELL.

CAR POST.

(Application filed Jan. 20, 1900.)

(No Model.)

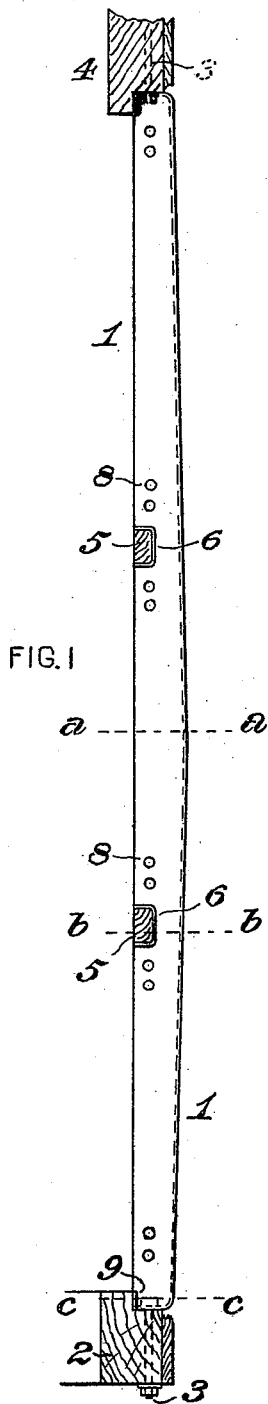


FIG. 1

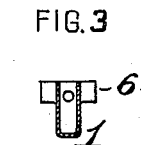


FIG. 3

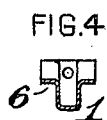


FIG. 4

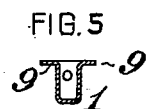


FIG. 5

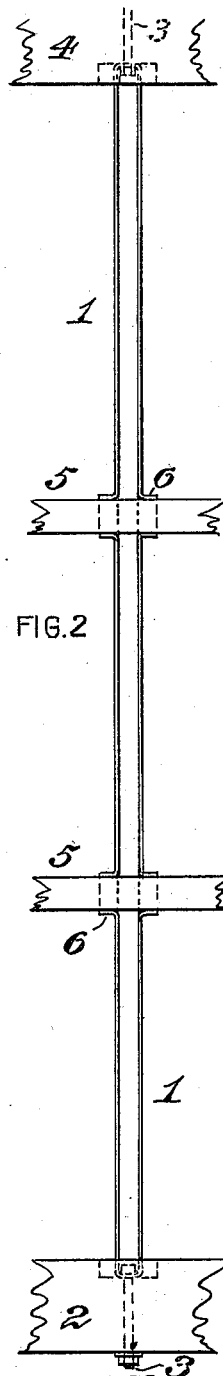


FIG. 2

WITNESSES:

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UNITED STATES PATENT OFFICE.

GEORGE B. MALTBY AND BRODERICK HASKELL, OF GRAND RAPIDS, MICHIGAN; SAID MALTBY ASSIGNOR OF ONE-SIXTH TO SAID HASKELL.

CAR-POST.

SPECIFICATION forming part of Letters Patent No. 649,172, dated May 8, 1900.

Application filed January 20, 1900. Serial No. 2,123. (No model.)

To all whom it may concern:

Be it known that we, GEORGE B. MALTBY and BRODERICK HASKELL, of Grand Rapids, in the county of Kent and State of Michigan, have invented a certain new and useful Improvement in Car-Posts, of which improvement the following is a specification.

The object of our invention is to provide a strong, light, and durable post for railroad-car frames or analogous structures which shall be simple and inexpensive in construction and afford proper and desirable facilities for the attachment of other frame members and siding.

The improvement claimed is hereinafter fully set forth.

In the accompanying drawings, Figure 1 is a view in elevation of a car-post embodying our invention connected to other members of a car-frame; Fig. 2, a similar view of the same as seen from the left of Fig. 1; and Figs. 3, 4, and 5, transverse sections at the lines *a a*, *b b*, and *c c*, respectively, of Fig. 1.

In the practice of our invention we provide a car-post which is formed of sheet or plate metal, preferably by being pressed or shaped in a die or mold. The body 1 of the post is integral and is made in U or channel shape in transverse section, its web being imperforate and standing outwardly in the frame and its side members gradually diminishing in depth from its middle toward its ends in order to impart greater stiffness at its middle portion. The ends of the post are fitted in recesses in the adjacent sill 2 and side plate 4 of the car-frame and are secured thereto by vertical bolts 3, and the belt-rails 5 of the frame rest in recessed seats in the post. The channel form of the body enables it to be made light in weight, while being of ample strength to act as a vertical car-frame member and a support to the belt-rails and siding.

In order to provide suitable bearings for the belt-rails 5 of the frame, the metal of each of the side members of the body of the post is turned outwardly at suitable distances from its ends, so as to form pairs of lateral wings 6 of channel-section, in which the belt-rails are fitted and to which they may be secured by bolts. The belt-rails will in practice be made continuous from one corner-post

to the other at each end of the car and from each corner-post to the adjacent door-post. Perforations 8 are formed in the side members of the post to receive bolts, by which wooden strips are secured to the side members, said strips being provided for nailing the siding-boards in position. It is not essential that the wings or seats for the belt-rails should be provided in pairs, as in the instance shown, although such is the preferable construction, and they may, if desired, be formed only on one side member of the post or one on one side member and another on the other side member. Flanges 9 are turned upon the side members of the post at each of its ends, said flanges abutting against shoulders on the sills 2 and side plates 4, respectively, and serving to relieve the connecting-bolts 3 from shearing strain.

Our improved car-post is readily and desirably applicable in car-frames of the ordinary standard types, in connection with which its advantages in point of strength, lightness, durability, and facility of making and maintaining connections will be apparent to those familiar with railroad-car construction.

We claim as our invention and desire to secure by Letters Patent—

1. A sheet or plate metal car-post having a body of U or channel section and lateral wings or seats for the support of belt-rails.

2. A sheet or plate metal car-post having a body of U or channel section, outwardly-extending lateral wings, of channel-section, for the support of belt-rails, end flanges adapted to abut against a sill and a side plate, respectively, and end perforations for the reception of connecting-bolts.

3. In a car-frame, the combination of a side plate, a sill, sheet or plate metal posts, of channel-section, fitting at their ends in recesses in the side plate and sill, and having flanges abutting against shoulders thereon, bolts connecting the posts to the side plate and sill, and belt-rails fitting in recessed seats in the posts.

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BRODERICK HASKELL.

Witnesses:

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