

W. VOSS.

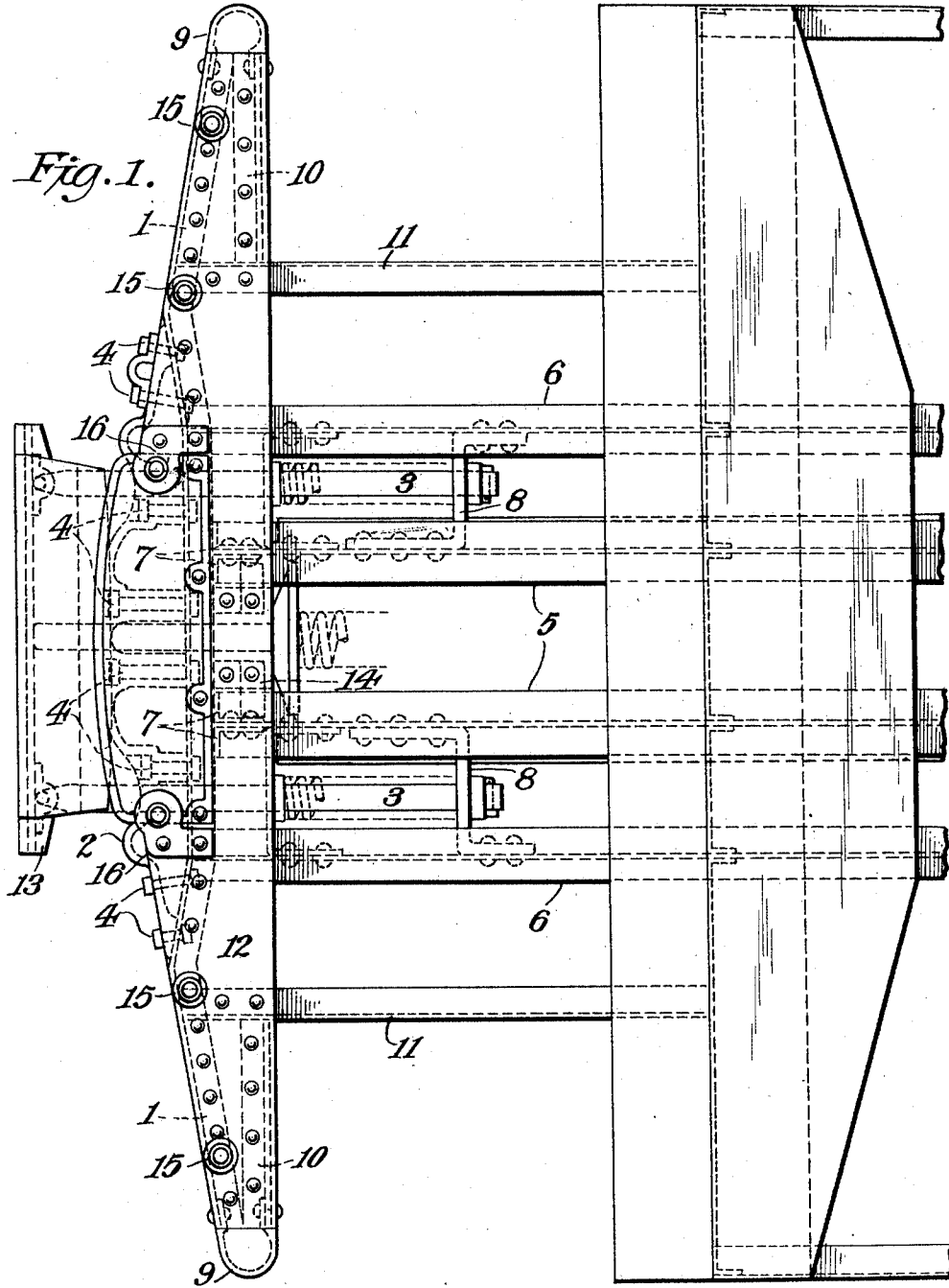
PLATFORM END SILL.

APPLICATION FILED JUNE 25, 1920.

Patented Aug. 23, 1921.

2 SHEETS—SHEET 1.

1,388,535.



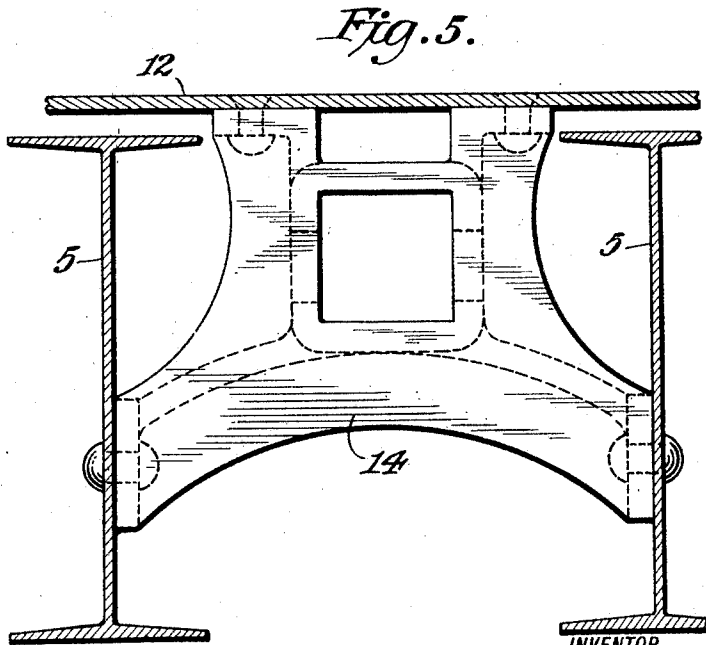
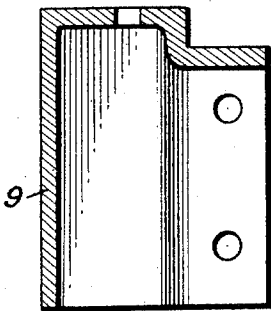
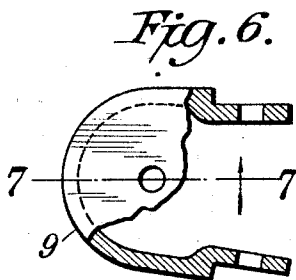
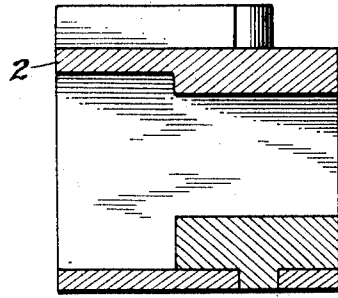
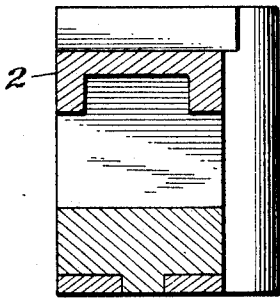
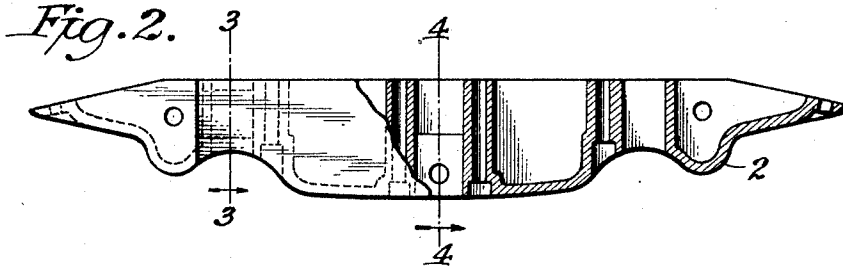
INVENTOR
William Voss
BY F. H. Gibbs
ATTORNEY

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UNITED STATES PATENT OFFICE.

WILLIAM VOSS, OF WILMINGTON, DELAWARE, ASSIGNOR TO AMERICAN CAR AND
FOUNDRY COMPANY, OF NEW YORK, N. Y., A CORPORATION OF NEW JERSEY.

PLATFORM END SILL.

1,388,535.

Specification of Letters Patent. Patented Aug. 23, 1921.

Application filed June 25, 1920. Serial No. 391,596.

To all whom it may concern:

Be it known that I, WILLIAM VOSS, residing at Wilmington, New Castle county, Delaware, and being a citizen of the United States, have invented certain new and useful Improvements in a Platform End Sill, 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 to use the same, reference being had to the accompanying drawings, which illustrate the preferred form of the invention, though it is to be understood that the invention is not limited to the exact details of construction shown and described, as it is obvious that various modifications thereof within the scope of the claims will occur to persons skilled in the art.

In said drawings:

Figure 1 is a plan view showing my improved platform end applied to a car;

Fig. 2 is a view partly in plan and partly in section of the buffer casting that is applied to my improved end;

Figs. 3 and 4 are sections through the buffer casting taken on the lines 3—3 and 4—4 respectively, of Fig. 2;

Fig. 5 is a view showing, in elevation, the casting that limits the forward movement of the buffer apparatus;

Fig. 6 is a view, partly in plan and partly in section, of the end pieces carried by the end sill; and

Fig. 7 is a section on the line 7—7 of Fig. 6 through an end piece.

It is the object of my invention to provide an improved end construction for the platforms of passenger cars and my invention comprises a channel-shaped member 1 having its central portion bent inwardly toward the car body as shown in Fig. 1, so as to form a seat for a buffer casting 2 provided with openings for the buffer stems 3 attached to the buffer 13. Bolts 4 secure the buffer casting 2 to its seat on the channel member 1. The center sills 5 and intermediate sills 6 of the car underframe are joined to the channel member 1 by angle pieces 7, the angle pieces 7 being omitted from the drawing at the intermediate sills. Joining each center sill 5 to the adjacent intermediate sill 6 is a member 8 which carries the end of the buffer stem 3 and against which the spring on the buffer stem engages.

At each end of the member 1 there is provided an end casting 9, riveted to the member 1, that finishes off the ends of the member 1 and serves to join the member 1 to the channel-shaped member 10 which extends from the end casting toward the center sills and with the channel-shaped member 11 forms and finishes off the step opening. A cover plate 12 extends from end to end of the end sill and is riveted to the channel members 1, 10 and 11 and the sills 5 and 6. Secured to the cover plate 12 and to both center sills 5 is a casting 14 that serves as a stop to limit the forward movement of the buffer apparatus. Railing post bases 15 are secured to the channel member 1 and overhang railing post bases 16 are secured to the channel member 1 and buffer casting 2.

What I claim is:

1. A channel shaped end sill bent inwardly at its center, a buffer casting fitted to said bent portion and end castings carried by said sill.

2. A channel shaped end sill bent inwardly at its center, a buffer casting seated in said bent portion, an end casting carried by said sill and members framing the step opening and secured to said end casting and end sill.

3. An end sill having a central portion bent inwardly toward the car body, a buffer casting seated on said bent portion, end castings carried by said sill, channel members framing the step opening and secured to said end castings and end sill and a cover plate secured to said channel members and said end sill.

4. An end sill having a central portion bent inwardly toward the car body, a buffer casting seated on said bent portion and railing post bases carried by said buffer casting and said end sill.

5. An end sill comprising a rolled section having its web bent inwardly at the center to form a seat for a buffer casting, said seat having portions lying in intersecting planes different from the planes of the adjacent end portions and a buffer casting fitted to said seat.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

WILLIAM VOSS.

Witnesses:

R. W. SMITH,
JOSEPHINE MITCHELL.