June 19, 1934.

D. S. BARROWS

1,963,066

DRAFT RIGGING

Filed May 29, 1928

2 Sheets-Sheet 1

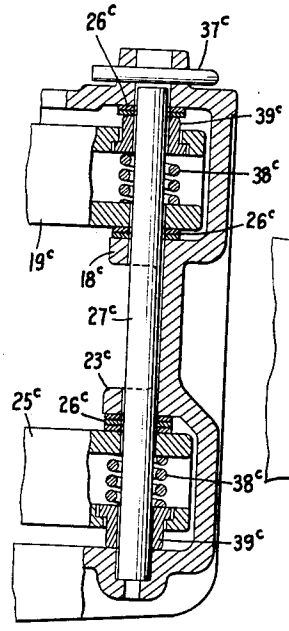


FIG. 6

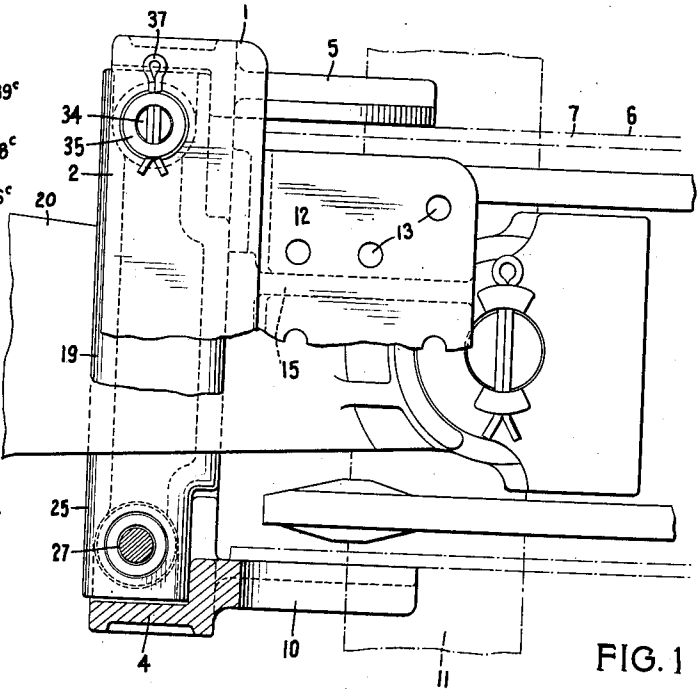


FIG. 1

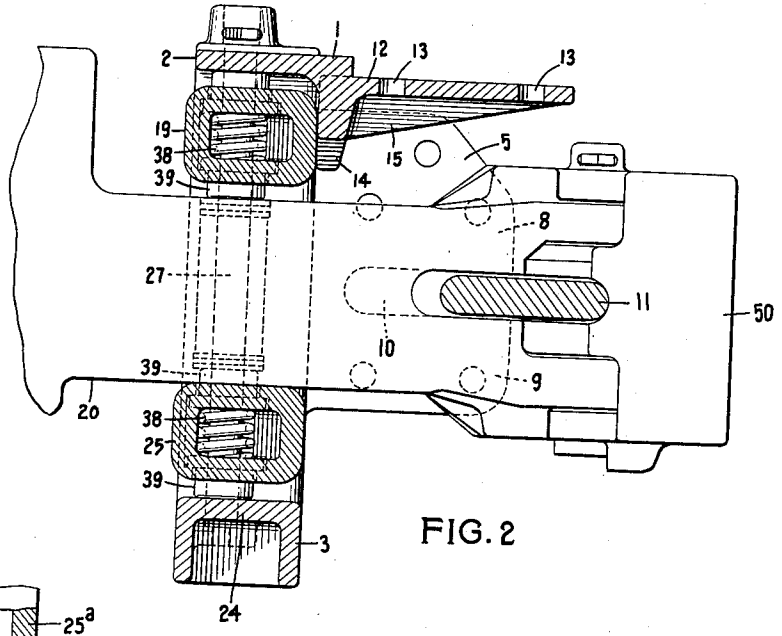


FIG. 2

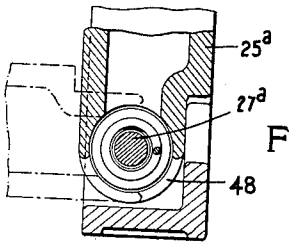


FIG. 7

Inventor

Donald S Barrows

By

his Attorney

June 19, 1934. D. S. BARROWS 1,963,066

DRAFT RIGGING

Filed May 29, 1928 2 Sheets-Sheet 2

FIG. 3

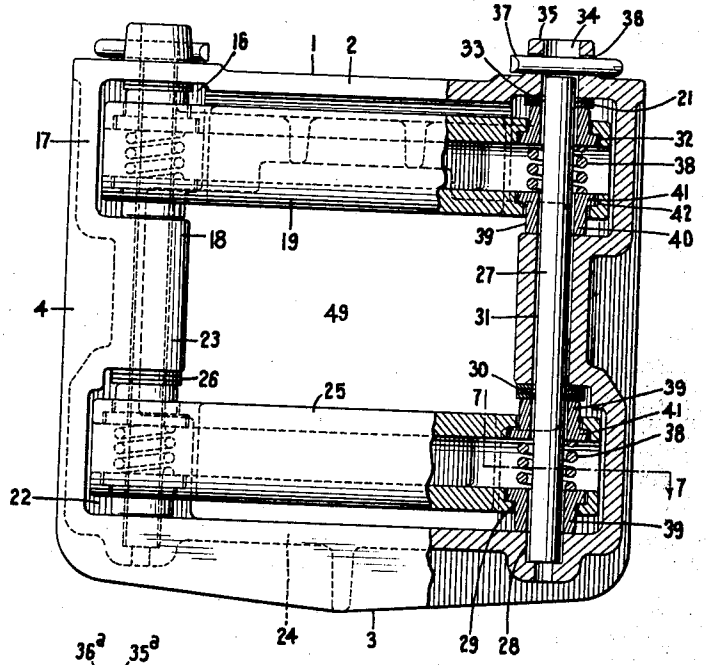


FIG. 4

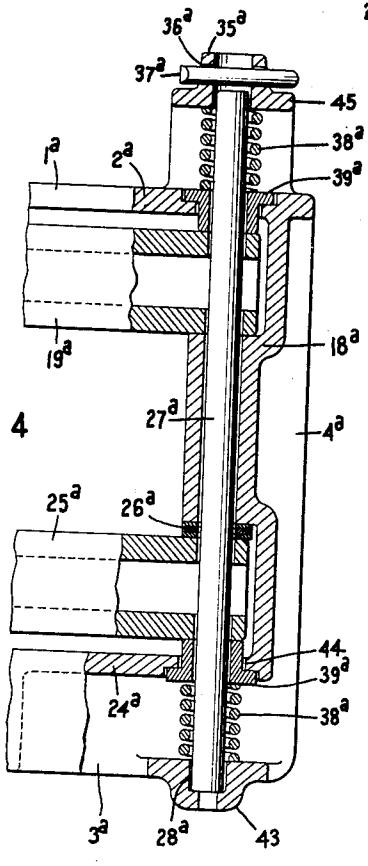
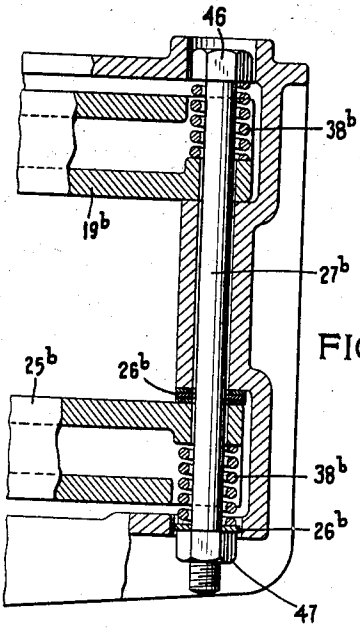


FIG. 5



Inventor

Donald S. Barrows

By Bruce K. Mechlin

his Attorney

Patented June 19, 1934

1,963,066

UNITED STATES PATENT OFFICE

1,963,066

DRAFT RIGGING

Donald S. Barrows, Rochester, N. Y., assignor to The Symington Company, New York, N. Y., a corporation of Maryland

Application May 29, 1928, Serial No. 281,464

20 Claims. (Cl. 213—60)

This invention relates to railway draft rigging and more particularly to a combined striking casting or coupler guiding device adapted to receive replaceable wear blocks resiliently held in place for permitting vertical angling of associated couplers.

The principal object of my invention, generally considered, is to provide a combined casting formed with portions serving, respectively, as a coupler stop or striking casting and a sill tie member or coupler carrier iron and provided with means for connecting said casting to the associated sills and cover plate of a car, removable wear blocks being provided above and below the stem of an associated coupler, whereby upon removal thereof the coupler of the swivel butt type or one with a relatively large butt may be readily applied or removed, resilient means being provided for urging said blocks into normal positions while permitting movement thereof away from each other to allow for vertical angling of an associated coupler.

Another object of my invention is to provide a combined striking casting and coupler carrier member suitable for use with a swivel butt coupler and adapted to resiliently support top and bottom blocks simultaneously retained by common fastenings and so formed that upon removal thereof the butt of a swivel butt coupler may be readily applied or withdrawn.

A further object of my invention is to provide a combined striking casting and sill tie member adapted for receiving striking and carrier blocks, respectively disposed above and below the stem of an associated coupler, said blocks being resiliently held in place and adjustable up and down to correct the coupler height and keep the top clearance at a practical minimum.

A still further object of my invention is to provide a combined striking casting for use with railway rolling stock adapted to receive striking and coupler carrier wear blocks which are interchangeable, reversible and renewable upon wear or breakage and resiliently held in place for permitting vertical angling of the associated coupler.

An additional object of my invention is to provide a combined casting adapted for connection with the center sills of a car and provided with a sill tie portion adapted to support a coupler carrier block and a striking portion formed with pockets adapted to receive a similar striking wear block, those portions of the casting receiving said blocks being large enough to permit limited vertical movement of said blocks, adjusting washers or liners being provided between said blocks and the casting for positioning the same at the desired elevations, common retaining pins or bolts being also provided for holding said blocks in place and spring means surrounding said retaining means for resiliently holding said blocks in place while permitting movement thereof to allow for vertical angling of the associated coupler.

Other objects and advantages of the invention relating to the particular arrangement and construction of the various parts will become apparent as the description proceeds.

Referring to the drawings illustrating my invention, the scope whereof is defined by the appended claims:

Figure 1 is a plan view, partly in horizontal section, illustrating an embodiment of my combined casting with an associated coupler, yoke, connecting key and center sills.

Figure 2 is a vertical longitudinal sectional view of the construction shown in Figure 1, the associated coupler being illustrated in side elevation.

Figure 3 is a front elevational view, partly in vertical section, of the combined casting, the associated coupler being removed.

Figures 4, 5 and 6 are fragmentary views corresponding to Figure 3, but showing three other embodiments of my invention.

Figure 7 is a fragmentary horizontal sectional view, corresponding to the line 7—7 of Figure 3, but showing a modification.

Referring to the drawings in detail, like parts being designated by like reference characters, and first considering the embodiment of my invention illustrated in Figures 1, 2 and 3, there is shown a combined casting 1 formed with a coupler striking or stop portion 2, a coupler carrier iron or sill tie portion 3 and vertical side or connecting portions 4. Said side portions are preferably formed with rearwardly extending ear or web portions 5 lying on the outside of and adjacent the web portions 6 of the center or draft sill 7 and connected thereto by a plurality of rivets (not shown). Said web portions are also preferably bifurcated or formed as upper and lower sections 8 and 9, respectively, leaving notches 10 therebetween, said notches partially embracing corresponding slots provided in the associated center sills for the reception of the usual form of draft key 11. For strengthening the webs of the sills around the slots therein rearwardly of the sections 8 and 9, partial cheek plates of the usual form (not shown) may be provided to supplement said sections 8 and 9 which form, in effect, the forward portions of cheek plates.

The striking portion 2 is preferably formed with a rearwardly extending web or flange 12, preferably downwardly offset with respect to the striking portion, so that the top thereof lies on a level with the tops of the sills 7 and is adapted for connection with the sill cover plate (not shown), said web being apertured for rivets, as indicated at 13. The web or shelf portion 12 is preferably

strengthened by a depending web or flange 14 and rearwardly extending tapering webs 15 which gradually decrease in depth and merge into the web 12.

The upper ends of the side portions 4 are formed with pockets 16 defined by the uppermost web of the striking portion 2, the vertical webs 17 of the side portions 4, which at the pockets 16 are preferably outwardly offset as illustrated, horizontal portions 18 extending inwardly from said webs 17 and the depending flange or web portions 14, previously described. Disposed in said pockets 16 is a striking wear block 19, the ends of which rest and are supported on the horizontal portions 18 and the front web of which normally extends slightly forward of the front edge of the striking portion 2, whereby upon buff the associated coupler 20, pivotally mounted for vertical angling on, and connected to the associated yoke by the key 11, normally engages the wear block 19 and relieves the striking portion 2 of wear. The pockets 16 are larger in vertical dimension than the wear block 19, whereby vertical adjustment of said block is permitted, said adjustment being desirably effected by positioning shims or washers 21 above or below said block as desired. Fig. 2 shows three shims below each end of the block 19 and Fig. 3 shows two shims above each end of said block. Said wear block 19 is desirably formed box-shape in section or as a hollow beam substantially rectangular in cross section.

A similar construction is provided above the sill tie portion 3, the lower ends of the sides 4 being for that purpose provided with pockets 22, preferably of approximately the same size as the pockets 16 and defined by slightly offset portions of the webs 17 and overlying horizontal portions 23 from said webs and the upper web 24 of the sill tie portion 3. A lower or carrier wear block 25 is received in the pockets 22 and said block is, for convenience, preferably constructed of the identical size and shape as the block 19, both of said blocks being preferably retained in position by common fastening or connecting means. As in connection with the block 19, the pockets 22 are preferably formed larger than the ends of the block 25 and washers 26 are provided for adjusting the height of the carrier block 25. Said connecting means in the present embodiment takes the form of vertical pins or rods 27 received in pockets 28 in the sill tie portion 3 or upper web 24 thereof, registering apertures 29 in the carrier block, 30 in the washers or liners 26, 31 in the portions 18 and 23 of the sides 4 of said casting, 32 in the wear block 19, 33 in the washers or liners 21, and 34 in the top of the combined casting or striking portion 2 thereof.

For securely locking the rods or pins 27 in place the striking portion 2 of the casting is preferably formed with upstanding collars or bosses 35 around the apertures 34, which are provided with horizontal apertures 36 therethrough for receiving cotters or other retaining devices 37, whereby undesired removal or loss of the pins 27 is prevented.

In order to provide for vertical angling of the associated coupler 20, means are provided for permitting movement of the blocks 19 and 25 away from each other upon vertical angling of said coupler, said means in the present embodiment taking the form of coil springs 38 disposed in the ends of the wear blocks 19 and 25 and urging apart followers or bushings 39 received in the apertures 29 and 32 in said blocks 25 and 19, respectively. Said followers are preferably formed with outwardly extending portions 40 engaging the adjacent portions of the combined casting or associated washers, and flange or rim portions 41 fitting in correspondingly enlarged portions 42 in the wear blocks 19 and 25 and serving to retain said followers in assembled position. The springs 38 are so formed that they are normally under a desired amount of initial stress so that the blocks 19 and 25 are normally retained in position with the flanges 41 of the followers 39 forced against the adjacent portions of the wear blocks, as illustrated particularly in Figure 3.

It will be apparent that upon vertical angling of the coupler 20 in an upward direction after the normal clearance between said coupler and the wear block 19 is traversed, the block 19 will move upward against the pressure of the corresponding springs 38, the lower followers or bushings 39 at the same time moving upwardly toward the corresponding upper followers or bushings 39 and compressing the springs 38 therebetween. Upon downward angling of the coupler 20, corresponding downward movement of the wear block 25 is permitted in a similar manner within the limits of movement provided, or until said wear block engages the upper web 24 of the sill tie portion 3 of the combined casting, the lower followers 39 at this time standing with their lower ends flush with the lower sides of the wear block 25, the upper followers having been moved toward the lower followers in the block 25 and correspondingly compressed the associated springs 38.

It will be apparent that there is normally no movement of the upper followers or bushings 39 with respect to the lower block 25, nor movement of the lower followers 39 with respect to the upper block 19, said followers, however, being desirably provided for making said blocks interchangeable and reversible and avoiding incorrect application of said blocks in the combined casting.

Referring now to the embodiment of my invention illustrated in Figure 4, a construction is there disclosed in which the resilient means or coil springs 38^a are seated in the striking casting rather than in the wear blocks 19^a and 25^a. For that purpose the lower portion of the sill tie 3^a of the casting is provided with webs 43 formed with pockets or apertures 28^a receiving the retaining pins 27^a which, as in the previous embodiment, extend through the side portions 4^a of the casting 1^a through registering apertures in the blocks 19^a and 25^a, as well as through corresponding apertures in the striking portion and sill tie portion of the casting. The apertures 44 through the upper web 24^a of the carrier portion 3^a receive sleeves or followers 39^a formed to correspond with the followers 39 of the previous embodiment and urged upwardly into engagement with the lower face of the wear block 25^a. Said followers 39^a extend above the web 24^a to normally retain the block 25^a elevated above said web, as in the previous embodiment, while permitting said block to move downwardly upon downward angling of the associated coupler until it engages the web 24^a. As in the previous embodiment, washers 26^a may be employed for adjusting the height of the wear block 25^a.

The construction adjacent the striking portion 2^a may correspond with the adjacent sill tie portion 3^a, the upper coil springs 38^a being received beneath webs 45 spaced from the top of the striking portion 2^a proper said springs being stressed between said webs or stops 45 and bushings or followers 39^a, formed to correspond with the

bushings 39 of the first embodiment with their small ends extending through corresponding apertures in the upper web of the striking portion 2^a and engaging the top of the block 19^a to urge the same against the supporting portion 18^a of the casting, while at the same time permitting upward movement thereof upon corresponding angling of the associated coupler. In the present embodiment adjusting washers corresponding to those designated 26^a have been shown removed and the pins 27^a are desirably retained in position as in the previous embodiment by cotters 37^a extending through apertures 36^a in a collar 35^a extending from the webs 45^a. Except as specifically described, the construction in the present embodiment may correspond with that of the first embodiment, except, of course, that the blocks 19^a and 25^a can only move away from each other against the action of the springs, as will be understood.

Referring now to the embodiment of my invention illustrated in Figure 5, a construction is there disclosed in which the wear blocks 19^b and 25^b are resiliently urged toward each other by springs 38^b acting, respectively, against the heads 46 and nuts 47 of retaining bolts 27^b, said springs preferably acting against the upper web of the block 25^b and the lower web of the block 19^b, thereby economizing space and avoiding the necessity of extending the springs outwardly of the striking casting proper. The initial tension in the springs 38^b may be adjusted by turning the nuts 47 on the bolts 27^b. It will be understood that, as contradistinguished from the previous embodiment, both upper and lower springs 38^b act in tandem when the associated coupler angles and moves either the lower block 25^b downwardly or the upper block 19^b upwardly but that the arrangement is not double acting as in the first embodiment because the blocks are only permitted to move away from each other from normal position. As in the previous embodiments, adjusting washers 26^b may be employed. Except as specifically described, the construction in the present embodiment may correspond with that of the first embodiment.

Referring now to the embodiment of my invention illustrated in Figure 6, a construction is there disclosed which is almost identical with that of the first embodiment, except that only the upper followers 39^c are employed for the wear block 19^c and only the lower followers 39^c are employed for the wear block 25^c, whereby only movement of said blocks away from each other is permitted as in the second and third embodiments of my invention. The coil springs 38^c in the block 25^c act between the upper web of said block and the followers 39^c in the lower web thereof, thereby urging said followers downwardly and the block upwardly against the stop flanges 23^c or adjusting washers 26^c thereagainst. In the same way the coil springs 38^c in the upper block 19^c act between the lower web of said block and the followers 39^c, urging said followers upwardly against the top web of the casting or adjusting washers 26^c and urging the block 19^c downwardly against the supporting flange 18^c or adjusting washers 26^c thereon. As in the first embodiment, the retaining pins 27^c may be held in position by cotters or the like 37^c. Except as specifically described, the construction may be identical with that of the first embodiment.

Referring now to the embodiment of my invention shown in Figure 7, a construction is there disclosed which permits swinging of the removable members or wear blocks upon withdrawing only one pin, whereby the coupler may be inserted or removed when the wear blocks are swung outwardly, as indicated in dot and dash lines, while the same are still connected to the combined casting at one end. In order to permit such swinging, both ends of both wear blocks, the lower one 25^d only being shown, are preferably provided with ends rounded, as indicated at 48, so that one or both blocks may not be swung outwardly like gates about either end upon removal of the other pin or bolt 27^d only to provide an enlarged aperture above the sill tie portion for the same purpose as in the first embodiment. Except as specifically disclosed in connection with the present embodiment, same may correspond substantially with that of the first embodiment.

From the foregoing description, taken in connection with the accompanying drawings, it will be seen that I have devised a combined striking casting and sill tie member which is formed with pockets in the upper and lower portions thereof adapted to receive top and bottom wear blocks which are simultaneously retained by the same or common fastenings. Said wear blocks are formed adjustable up and down to correct the coupler height and keep the top clearance at a practical minimum, as well as being resiliently urged to normal positions for maintaining the coupler in normal position, while at the same time permitting vertical angling thereof.

For convenience and economy of manufacture the blocks are desirably formed interchangeable, reversible and renewable for wear or breakage. The adjusting means for said blocks preferably takes the form of washers or shims which are held in place by pins or bolts which retain the blocks in position. The striking casting is formed so that upon removal of the blocks an aperture 49 of ample size is provided for insertion and removal of the coupler 20 and particularly the swiven butt portion 50 thereof, which, as will be understood, is of greater size than the butt of a coupler with a rigid stem, and pivoted to the coupler by a pivot pin extending through intercalated flanges on the stem of the coupler and the butt portion 50, such as shown in Figs. 1 and 2, as well as in my prior Patent No. 1,431,717, of October 10, 1922. As in said patent, the rear end face to the butt 50 is adapted to transmit buffing forces to associated cushioning mechanism, not shown. By providing removable blocks above and below the stem of a coupler, not only is it possible to insert the removable butt of the coupler while assembled, especially as the flange or web 14 is decreased in depth above said coupler, but the height of the coupler may be accurately adjusted by positioning the lower block 25 and the clearance above said coupler maintained at a practical minimum by adjusting the position of the upper block 19.

On account of providing removable blocks 19 and 25 above and below the stem of the associated coupler 20 rather than having one block of a correspondingly increased size which is adapted for removal when the butt of the coupler is inserted or withdrawn, I am enabled to decrease the overall height of the combined casting, as will be understood, and at the same time provide a casting which is more desirable in other respects in that the upper portions thereof are renewable, and if desired, swingable to inoperative position without complete detachment from the striking casting. Although I have shown resilient means or springs

in both the wear blocks and casting proper, there is some advantage in incorporating said springs in the blocks as shown in Figures 3 and 6 or in the casting, as shown in Figure 4, rather than as shown in Figure 5, so that the springs are applied under sufficient initial pressure to carry the weight of the coupler and restore it promptly without depending on a workman tightening up the nuts on the retaining bolts to place the springs under the desired initial tension. In the event of breakage of one or more of the springs and particularly the bottom springs, the block or blocks may be readily shimmed to the desired position by the application of a suitable number of washers, such as previously referred to, said washers being retained by the retaining pins or bolts, as will be understood. By making the blocks symmetrical and with the upper and lower blocks corresponding in size and form, they may be used in the maximum number of positions, whereby when one face of a block is worn it may be turned to expose another face to wear, thereby materially increasing the life of the block.

Having thus described my invention, I claim:

1. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, said casting being formed with pockets adjacent the upper and lower portions thereof, top and bottom wear blocks, respectively, received in said pockets and simultaneously retained by common fasteners, said blocks being spaced to receive the stem of an associated coupler therebetween, and resilient means associated with said blocks for maintaining them in place while permitting movement thereof upon vertical angling of the coupler.

2. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, said portions being spaced to permit the insertion of the butt of a swivel butt coupler, those portions of the casting connecting the striking and sill tie portions being pocketed, wear blocks received in said pockets and spaced to receive the stem of the coupler therebetween, said blocks being adjustable up and down to correct the coupler height and keep the top clearance at a practical minimum, and springs associated with said wear blocks for urging them into normal position while permitting movement away from each other to allow for vertical angling of the associated coupler.

3. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, said combined casting being formed with pockets respectively disposed adjacent the top and bottom thereof, vertically spaced wear blocks received in said pockets, said top block serving as a coupler stop member or striking wear block and the bottom block serving as a coupler carrier block, said blocks being interchangeable and resiliently retained in position for governing vertical movement of the coupler in both directions.

4. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, said portions being connected by sides provided with rearward continuations adapted for connection with associated car sills, said sides being provided with pockets, respectively disposed adjacent the upper and lower ends thereof, a striking wear block received in said upper pockets and a coupler wear block received in said lower pockets, said blocks being reversable for increasing the life thereof, springs for urging the upper block downwardly into position and additional springs for urging the lower block upwardly into position.

5. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, the upper portion of said casting being pocketed for receiving a striking wear block and the lower portion being pocketed for receiving a coupler carrier wear block, said pockets permitting limited movement of the wear blocks therein, adjusting washers or liners disposed between the wear blocks and the walls of the pockets for properly positioning said blocks for correcting the height of an associated coupler and maintaining the clearance above said coupler at a practical minimum, and springs for resiliently urging said blocks together while permitting movement away from each other upon vertical angling of the associated coupler.

6. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, wear blocks, respectively held in place adjacent the striking portions and above the sill tie member and spaced to receive the stem of an associated coupler therebetween, the ends of said blocks and the adjacent portions of the casting being formed with registering apertures, retaining pins insertable through said apertures, coil springs surrounding said pins and resiliently holding said blocks in proper position, and locking means for preventing undesired removal of said pins.

7. In a coupler guiding device comprising portions serving, respectively, as a striking casting and sill tie member, a wear block held in place adjacent the striking portion, said block being spaced above the sill tie member for receiving the stem of a coupler therebeneath, pins extending through the ends of said block and portions of said device for holding said block in place, said ends being curved so that the block is swingable to inoperative position about either end pin when the other pin only is removed, and resilient means associated with said pins for urging said block into proper position.

8. In a coupler guiding device comprising portions serving, respectively, as a striking casting and sill tie member, a wear block removably held in place above the sill tie member, said block being spaced to permit receiving the stem of a coupler between it and the striking portion, said block being held in place by pins through the ends of said block and portions of said device, said ends being curved so that the block is swingable to inoperative position about one end pin upon removal of only the pin through the other end, and resilient means associated with and held in place by said pins for urging said block into proper position.

9. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, wear blocks, respectively held in place adjacent the striking portion and above the sill tie portion and spaced to receive the stem of an associated coupler therebetween, the ends of said blocks and the adjacent portions of the casting being formed with registering apertures, retaining pins insertable through said apertures, coil springs surrounding said pins and resiliently holding the blocks in the desired position, the ends of said blocks being curved to permit swinging of one or both to inoperative position about one of said pins when the other only is removed.

10. A combined casting comprising portions serving, respectively, as a striking casting and sill tie member, wear blocks, respectively held in place

adjacent the striking portion and above the sill tie portion, said blocks being spaced to receive the stem of an associated coupler therebetween, the ends of said blocks and the adjacent portions of the casting being formed with registering apertures, retaining pins insertable through said apertures, followers slidably mounted on said pins and received in some of said apertures, and coil springs mounted on said pins and urging said followers towards said blocks for holding said blocks in the desired positions while permitting movement thereof away from said positions upon vertical angling of the associated coupler.

11. In a railway vehicle in combination with sills, a member connecting the end portions of said sills and formed with an opening for receiving the stem of a coupler, top and bottom wear members extending from the sides of said connecting member, spanning said opening, and vertically spaced to receive the stem of a coupler therebetween, common fasteners extending through said wear members and portions of said connecting member, and resilient means associated with said fasteners for permitting restrained movement of said wear members upon vertical angling of the associated coupler.

12. In a railway vehicle in combination with sills, a member connecting the ends of said sills and provided with an opening adapted to receive the stem of an associated coupler, wear members respectively held in place adjacent the upper and lower portions of said opening and spaced to receive the stem of an associated coupler therebetween, the ends of said members and the adjacent portions of said connecting member being formed with registering apertures, retaining means disposed beyond the sides of the the opening and insertable through said apertures, and coil springs surrounding said retaining means for resiliently holding said members in proper position.

13. In a railway vehicle, in combination, a coupler mounted for vertical angling and means associated with said coupler for restraining said angling comprising top and bottom members between which the stem of said coupler is normally disposed, common fasteners retaining said members in position, and resilient means associated with said members for permitting restrained movement thereof upon vertical angling of the coupler.

14. A combined casting comprising portions serving respectively as a striking casting and sill tie member, said portions being spaced to permit the insertion of a coupler stem having an enlarged butt, a pair of wear blocks, one of said blocks being resiliently held in place adjacent the striking portion and the other being resiliently held in place above and adjacent the sill tie portion, and shims associated with said blocks for allowing vertical adjustment to correct the coupler height and keep the top clearance at a practical minimum, said blocks being independently movable and normally vertically spaced to receive the stem of an associated coupler therebetween and govern vertical movement thereof in both directions.

15. A combined casting comprising portions serving respectively as a striking casting and sill tie member, independently renewable wear blocks, one of said blocks being supported and held in place adjacent the striking portion and the other spaced therebelow adjacent the sill tie member, and both simultaneously retained by common fasteners, the space between said blocks providing for the stem of an associated coupler, said blocks when removed leaving an enlarged aperture through the casting sufficient for inserting or withdrawing an enlarged butt on said coupler, and springs associated with said blocks for resiliently retaining them in position.

16. A combined casting comprising portions serving respectively as a striking casting and sill tie member, said casting being formed with pockets adjacent the upper portion thereof, a wear block with its end portions received in said pockets for holding it adjacent said striking portion, said block being spaced above the sill tie member for receiving the stem of a coupler therebetween and held in place by pins extending through the portions thereof in said pockets, and resilient means encircling said pins for holding said block in place while permitting vertical movement thereof to allow for vertical angling of an associated coupler.

17. A combined casting comprising portions serving respectively as a striking casting and sill tie member, said casting having pockets adjacent the lower portions thereof, a wear block with its end portions removably held in said pockets and normally disposed adjacent the sill tie member, said block having a web adapted to support a coupler and spaced from the striking portion for receiving the stem of a coupler therebetween, upright pins extending through the end portions of said block and corresponding portions of said casting, and coil springs disposed below the coupler supporting web and encircling said pins for resiliently holding said block in proper position.

18. In combination with the draft sills of a railway vehicle, a member adapted for connection thereto and normally functioning as a stop for an associated coupler, said member having pockets adjacent the upper portions thereof, and a wear block with end portions received in said pockets and normally positioned above the stem of said coupler, pins intersecting the end portions of said block in said pockets and adjacent portions of said member for connecting said block thereto, and vertically acting resilient means holding said block in place and adapted to yield in permitting upward restrained angling of said coupler.

19. In combination with the draft sills of a railway vehicle, a member adapted for connection thereto and functioning as a tie therebetween, said member having pockets adjacent the lower portions thereof, a wear block with end portions received in said pockets and adapted to engage the stem of an associated coupler for supporting the latter, and resilient means disposed in said pockets and acting between said member and block for supporting the latter from said member while permitting downward restrained angling of said coupler.

20. In combination with a coupler stem receiving casting formed with pockets adjacent the lower portions thereof, a wear block with end portions removably held in place in said pockets, said wear block being provided with a web adapted to support the stem of a coupler, side webs extending below said web for reinforcing the stem, means disposed in said pockets and intersecting end portions of said block and adjacent portions of said casting for holding said block in place, and resilient means disposed between said supporting web and the lower portion of said casting for resiliently holding said block in position.

DONALD S. BARROWS.