

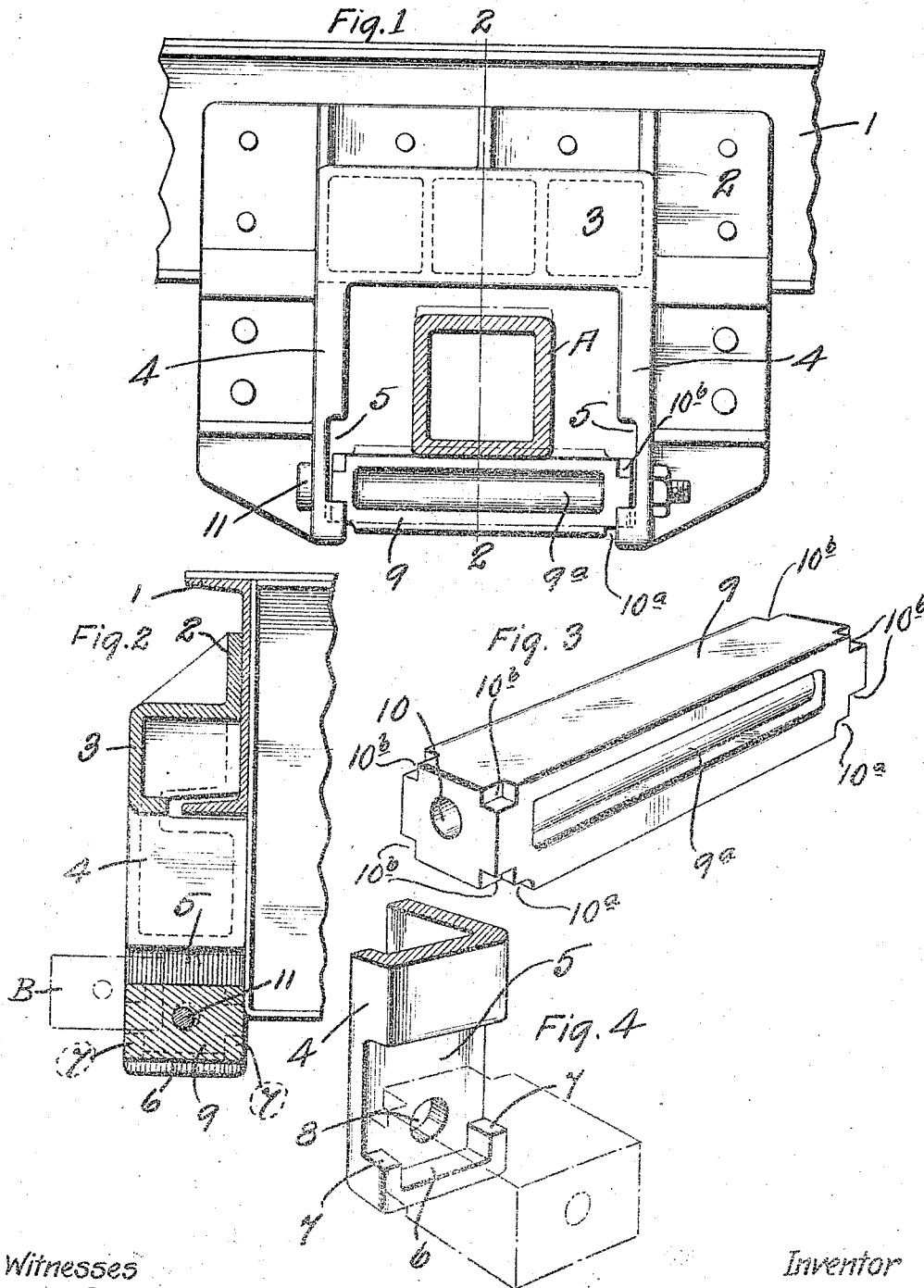
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DRAW BAR CARRY IRON.

APPLICATION FILED NOV. 8, 1912. RENEWED FEB. 7, 1914.

1,228,602.

Patented June 5, 1917.



Witnesses

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UNITED STATES PATENT OFFICE.

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DRAW-BAR CARRY-IRON.

1,228,602.

Specification of Letters Patent.

Patented June 5, 1917.

Application filed November 8, 1912, Serial No. 730,235. Renewed February 7, 1914. Serial No. 817,326.

To all whom it may concern:

Be it known that I, GEORGE W. RINK, a citizen of the United States, residing at Jersey City, New Jersey, have invented a certain new and useful Improvement in Draw-Bar Carry-Irons, 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 use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevational view of a portion of a car end sill, a striking plate and a carry iron of my improved construction positioned in supports depending from said striking plate.

Fig. 2 is a vertical section taken on the line 2—2 of Fig. 1.

Fig. 3 is a perspective view of a carry iron of my improved construction.

Fig. 4 is a fragmentary perspective view of one of the supports for the carry iron.

My invention relates to new and useful improvements in carry irons designed for use in connection with the underframes of railway cars, and the construction herein shown and described is an improvement on the carry iron shown and described in my application for draw-bar carry irons, filed April 29, 1912, Serial #693,949.

The principal object of my invention is to arrange supports for the carry iron and to provide said supports with pockets having front and rear lugs or shoulders to prevent backward or forward movement of the supported carry iron, and further, to secure the carry iron to the supports by a member seated in the supports and passing lengthwise through said carry iron. Such construction effectually holds the carry iron in proper position and prevents displacement thereof, even though the longitudinally extending bolt be accidentally detached from the carry iron and its supports.

Another object of my invention is to construct the carry iron in such fashion that when in operative position in its supports, it will lie well out toward the draw bar head, thus decreasing the leverage exerted upon it by the weight of the head.

Further objects of my invention are to construct the supports so that the carry iron may be readily placed in or removed from

position on said supports from the front of the striking plate, and further to provide a simple, strong and durable carry iron which can be readily adjusted upon its supports for the purpose of varying the height at which the draw-bar is carried.

To the above purposes my invention consists in certain novel features of construction and arrangement of parts hereinafter more fully described and claimed.

Referring by numerals to the accompanying drawings, 1 designates the end sill of a car underframe, and fixed thereto in any suitable manner is a plate 2 provided with a forwardly projecting striking plate 3.

Depending from the side portions of the plate 2 and striking plate 3 are brackets 4, the opening between which is occupied by the draw bar A. Formed in the lower inner faces of these brackets are pockets or recesses 5 which are open in front in order that the carry iron can be readily positioned within or removed from said pockets through the open front portions thereof.

Formed on or fixed to the lower ends of the inner faces of the brackets are horizontally disposed, inwardly projecting flanges 6 which support the ends of the carry iron, and formed on or fixed to the front and rear ends of these projecting flanges are upstanding lugs 7, the inner faces of which form shoulders that limit the backward and forward movement of the carry iron when the same is positioned on the supports 6.

Formed through the lower portions of the brackets 4 immediately above the flanges 6 are openings such as 8 adapted to receive a bolt or like fastening device utilized for attaching the carry iron to said brackets.

The carry iron 9 seen in Fig. 3 is preferably an elongated block of metal approximately rectangular in cross section with grooves 9^a formed in its sides for the purpose of reducing weight, and formed through this carry iron is a longitudinally extending bolt hole 10.

The carry iron is thicker between the bolt hole and one side than it is between the bolt hole and the other side and where they rest upon the brackets 6 the ends of the bearing face on the thicker side are cut away, as designated by 10^a, and thus one of said bearing faces is located closer to the longitudinal axis of said carry iron than the other,

and by reversing or turning the carry iron upside-down, the height at which the draw bar is supported can be changed.

For the purpose of bringing the carry iron well out under the draw bar, the corners of the iron are notched as shown at 10^b to accommodate the lugs 7 of the brackets. By virtue of this feature, when the carry iron is in place, its outer face may be brought out flush with the face of the striking plate, and the bearing surface extended a corresponding distance.

When my improved carry iron is positioned for use it is inserted in the pockets 5 from the front, as shown by dotted lines B in Fig. 2, and after passing the front pair of lugs 7, said carry iron is dropped until its ends rest upon the flanges 6. A pin or bolt 11 is now inserted through the apertures 8 and the bolt hole 10, said bolt being held against displacement by a nut or key. When so positioned the carrier supports the draw bar at the proper height, and said carry iron is held against backward and forward movement by the pairs of lugs 7 and the bolt 11, and said carry iron is held against vertical movement by the bolt alone.

In case the bolt becomes detached from the supports and the carry iron the latter will be held against backward and forward movement by the pairs of lugs 7 and against vertical movement to a great extent by the weight of the carried draw bar.

A carry iron of my improved construction is comparatively simple, can be easily placed in position for use or removed therefrom without necessitating the removal of the draw bar, and by reversing the carry iron or turning the same upside-down the height at which the draw bar is carried can be adjusted.

It will be readily understood that minor changes in the size, form and construction of the various parts of my improved draw bar carry iron can be made and substituted

for those herein shown and described without departing from the spirit of my invention, the scope of which is set forth in the appended claims.

I claim:

1. The combination with supports having pockets which are open front and rear and provided with carry iron supporting flanges at the lower ends of said pockets, of a carry iron provided with a bearing face for supporting a draw bar in position, the ends of which carry iron occupy said pockets and rest upon said flanges, means on said flanges for engaging the carry iron to hold the same against backward and forward movement upon said flanges, and means passing through the supports and the carry iron for fastening the latter to said supports in operative position.

2. In a device of the class described, a pair of supports, carry iron supporting members projecting inwardly from said supports, lugs on the ends of said supports and a carry iron, the ends of which are adapted to engage said supporting members and the corners of which carry iron are notched to receive the lugs on the ends of the supports.

3. In a device of the class described, a carry iron having a bearing face for supporting a draw bar, means for supporting said carry iron from a car comprising a pair of supports spaced apart to permit the carry iron to be inserted from the front or rear thereof, flanges and lugs on said supports for engaging the carry iron, and means extending lengthwise through the carry iron for rigidly fixing it to the supports.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this 24th day of September, 1912.

GEO. W. RINK.

Witnesses:

SAMUEL E. HALDEMAN,
HARRY L. LEONARD.