

C. L. SCHWARTZ.
RAILROAD CAR.

APPLICATION FILED SEPT. 24, 1909.

988,512.

Patented Apr. 4, 1911.

Fig. 1.

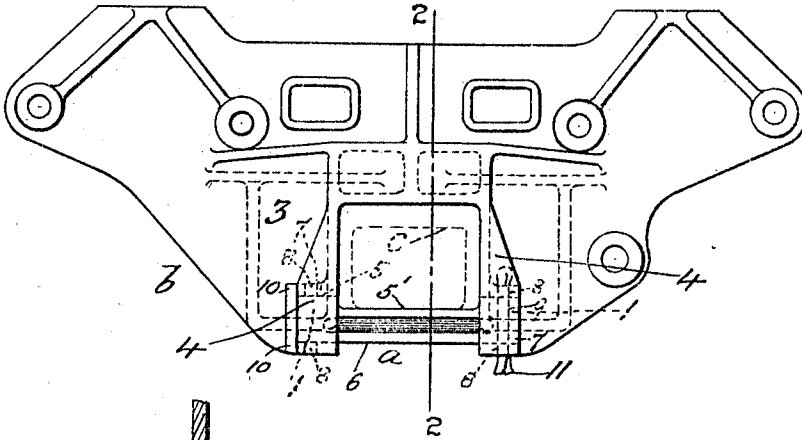


Fig. 2.

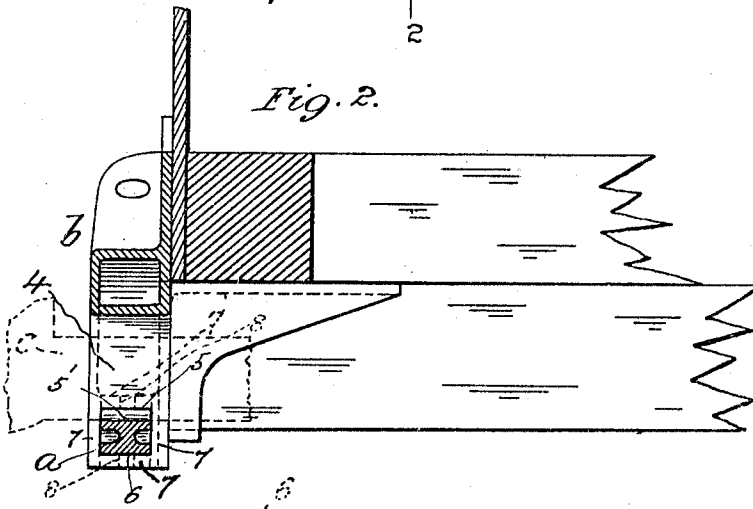


Fig. 3.

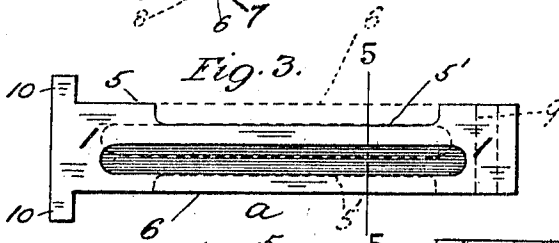


Fig. 4.

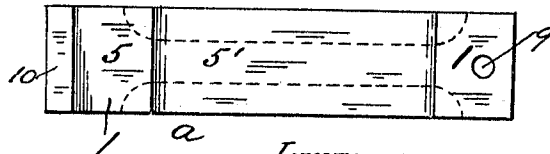
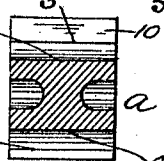


Fig. 5.



WITNESSES
Hazel E. Ragland.
C. J. Muecke

INVENTOR
Carl L. Schwartz
By Edward W. Funnell.
His Atty

UNITED STATES PATENT OFFICE.

CARL L. SCHWARTZ, OF ST. LOUIS, MISSOURI, ASSIGNOR, BY MESNE ASSIGNMENTS,
TO FLORY CARRY IRON COMPANY, A CORPORATION OF DELAWARE.

RAILROAD-CAR.

988,512.

Specification of Letters Patent.

Patented Apr. 4, 1911.

Application filed September 24, 1909. Serial No. 519,402.

To all whom it may concern:

Be it known that I, CARL L. SCHWARTZ, a citizen of the United States, residing at St. Louis, in the 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 carry-iron and its attachment to the dead-block of a railroad car.

Hitherto, in that class of carry-iron which is connected at its ends by hinge-pins inserted from the front horizontally through ears or lugs which depend from and form parts of the dead-block it is necessary in order that the pins may clear the ends of the draft-timbers, to arrange the lugs considerably below the latter, which not only renders the dead-block unnecessarily heavy and cumbersome, but also, by throwing the attachment of the carry-iron considerably below its bearing surface for the draw-bar, the stability of the carry-iron is impaired, and my invention has for its object to obviate this defect.

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 a front elevation of my improved carry-iron and combined dead-block; Fig. 2, a vertical transverse section thereof on line 2, 2, in Fig. 1; Fig. 3, a side elevation on an enlarged scale of the carry-iron as seen in Fig. 1, detached from the dead-block; Fig. 4, a top plan thereof, and Fig. 5, a cross section through the carry-iron on line 5, 5, in Fig. 3.

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

a represents my improved coupler draw-bar carry-iron which consists of a straight bar having its end portions 1 preferably rectangular-shaped in cross section and adapted to fit within correspondingly shaped supports 2 formed on the face 3 of the dead-block *b* by two opposite brackets 4 which project forwardly from the face 3 at a suitable distance apart, one on each side of the longitudinal center of the car. One side, preferably the top 5 of the carry-iron *a* between its end portions 1 has a depressed horizontal surface 5' adapted to form the initial

bearing for the draw-bar *c* (which is indicated by dotted lines in Figs. 1 and 2), while the opposite side (or bottom) 6 and adjacent upright sides of the carry-iron *a* are preferably in the same plane with the corresponding sides of the end portions 1, the side 6 being adapted to form a bearing surface for the draw-bar *c* on reversing the carry-iron *a* as indicated by dotted lines in Fig. 3, when the draw-bar is out of its normal level through service, the longitudinal center of the end portions 1 of the carry-iron *a*, when in assembled position, being alined with the longitudinal center of the supports 2.

Through opposite sides of, preferably the top and bottom, respectively, of the surrounding wall 7 of each support or bearing 2 is a perforation or keyway 8, the two perforations 8 being alined with each other and opening into the support 2, and through one end portion 1 of the carry-iron *a*, preferably between its top and bottom sides 5 and 6, is formed a corresponding perforation 9, the other end portion 1 of the carry-iron *a* terminating in a flange 10 which forms a shoulder at the sides 5 and 6 and at right angles thereto as hereinafter more particularly referred to.

In assembling the carry-iron *a* its end portion 1 having the perforation 9 is initially inserted with the depressed surface 5' uppermost through either of the supports or bearings 2, and passed across the intervening space, and through the opposite support 2, until stopped by the flanges 10 coming into engagement with the outer face of the initial support 2, when the perforation 9 of the carry-iron will register with the perforations 8 of the said opposite support 2, in which position of the parts the carry-iron *a* is secured to the dead-block *b* by a suitable pin (or key) 11 inserted through the perforations 8 and 9, the carry-iron *a*, owing to the rectangular shape of its end portions 1 being non-rotatable at all times.

In the above construction, by having the longitudinal center of the carry-iron *a* practically co-incident with its points of attachment to the dead-block *b* and at the minimum distance below the bearing of the draw-bar *c* thereon, the rigidity and stability of the carry-iron *a* are increased.

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

1. In a railroad car, a carry-iron axially straight throughout, and corresponding supports therefor in a suitable member of the car, the said carry-iron being adapted to be inserted endwise, and non-rotatable in the said supports, and having a part of its perimeter between the said supports at a different level to the normal superficies of the carry-iron, substantially as described.

2. In a railroad car, a polygonal carry-iron axially straight throughout, and corresponding supports therefor in a suitable member of the car, the said carry-iron being adapted to be inserted endwise in the said supports and having one of its sides between

the said supports at a different level to its other sides, substantially as described and for the purpose set forth.

3. A carrier for car couplings, comprising a suspension member provided with dependent jaws having inwardly extending supporting lugs, a reversible transverse plate supported by and upon the said lugs, and having opposite faces of different heights with respect to the portions for engagement with the lugs, and means for securing the said plate against lateral displacement with respect to the said suspension member.

CARL L. SCHWARTZ.

Witnesses:

C. T. WESTLAKE,
EDWARD W. FURRELL.