T. F. KIRWAN.

RACE-PIECE.

APPLICATION FILED MAY 3, 1917.

1,286,346. Patented Dec. 3, 1918.

Fig. 1.

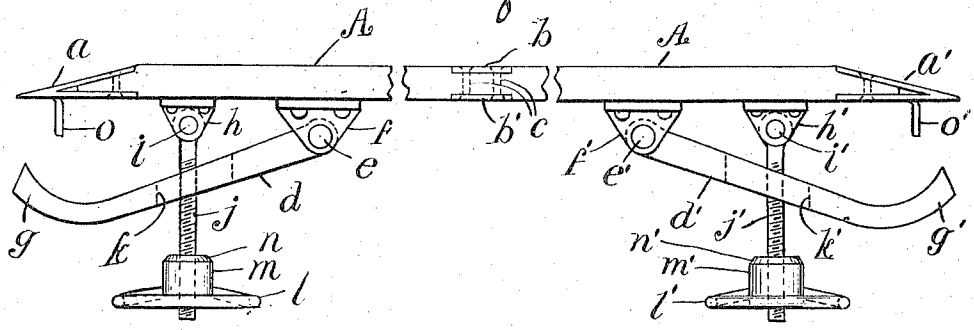


Fig. 2.

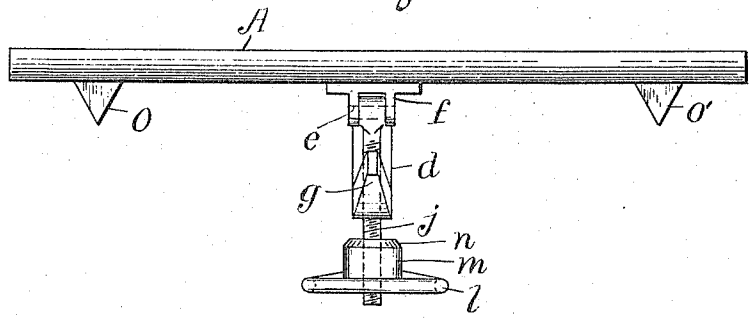
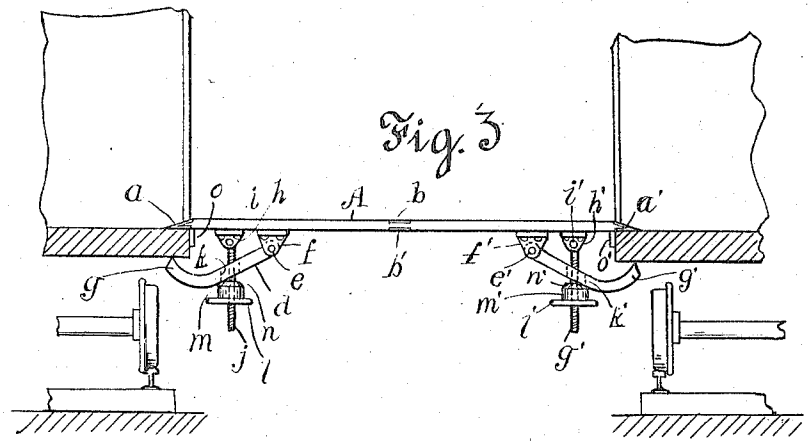


Fig. 3.



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UNITED STATES PATENT OFFICE.

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RACE-PIECE.

1,286,346. Specification of Letters Patent. Patented Dec. 3, 1918.

Application filed May 3, 1917. Serial No. 166,128.

To all whom it may concern:

Be it known that I, THOMAS F. KIRWAN, a citizen of the United States, residing at 14 Wegman Parkway, Jersey City, county of Hudson, and State of New Jersey, have invented certain new and useful Improvements in Race-Pieces, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

This invention relates to new and useful improvements in platform bridges, commonly termed race-pieces, and the object is to provide a safe and rigid race-piece that may be used to bridge the gap between two cars or between the platform and a car for use when transferring merchandise from one to the other.

A further object is to provide a gangway secure from creeping or longitudinal movement which is commonly caused by the vibration of heavily loaded trucks during their passage over the bridge or gangway.

The object of the invention is attained by providing a race-piece with stops to butt against the platform or floor of the car and with means in the form of a gripping jaw, whereby the end or ends of the gangway may be held in firm contact with the floor and by also equipping the bridging-board with upper and lower centrally disposed transverse cross-pieces which prevent the said board from splitting.

The invention will be understood by reference to the annexed drawing in which;—

Figure 1 is a side view of my improved race-piece; Fig. 2 is an end view of Fig. 1; Fig. 3 shows the device as used to bridge the gap between two freight cars.

Although the device is shown and described as a race-piece for use between two cars it is obvious that it may be used for any other purpose as between a platform and a car.

Referring to the drawing, A is a board or race-piece having reinforcing shoes a and a' applied to its ends; b and b' are upper and lower metal strips located centrally upon the race-piece and transverse thereto. Such strips are secured by any number of rivets c. On the under side and at any desired distance from the ends of the race-piece, I provide movable gripping jaws or clamping arms d and d'. The said arms are held movably upon pintles e and e' secured in bearings f and f', such bearings being fastened to the under side of the race-piece by suitable bolts. The free ends g and g' of the arms are pointed and project nearly to the ends of the race-piece.

On the under side of the race-piece between its ends and the bearings for the clamping arms are secured bearings h and h' by suitable bolts, such bearings having pintles i and i' arranged to carry threaded members j and j' mounted loosely thereon. The free ends of such members pass downwardly through slots k and k' in the arms, and hand-wheels l and l' having internally threaded hubs m and m' are applied to the free ends of the threaded members. The hubs of the hand-wheels have beveled edges n and n'.

At suitable distances from the ends and upon the under side of the race-piece are provided downwardly extending portions or lugs o and o' to form stops. Such stops may be formed by stamping a V-shaped piece from the shoe and bending the same downwardly at right-angles thereto.

My improved race-piece is held in position for use in the following manner:—

The gap between two cars is bridged by placing the ends of the race-piece upon the edges of the floors of the opposite cars so that the stops will butt against the edges of the said floors. When the race-piece is in this position the ends of the clamping-arms are beneath the floors of the cars.

The hand wheels are then screwed upwardly until the beveled edges of the hubs thereon engage with the under sides of the arms and a continued upward movement of the hand-wheels force the pointed ends of the arms into the under sides of the floors of the cars thereby locking the race-piece in position and preventing it from any creeping or longitudinal movement. The transverse metal strips afford great advantage in prolonging the usefulness of the race-piece inasmuch as they prevent the board from splitting as commonly occurs from the great strain and vibration which the passage of heavily loaded trucks subject the race-piece.

Having thus set forth the nature of my invention what is claimed therein is,—

1. A race-piece for bridging the gap between two cars comprising a board, clamping jaws arranged upon the under side of the said board, the said jaws being hinged at one end to the said board and having their

opposite ends pointed, swinging threaded members arranged to pass through slots located approximately midway between the ends of the said jaws, hand wheels having internally threaded hubs adapted to screw upon the said threaded members and contact with the jaws to force the same into contact with the under sides of the floors of the cars as and for the purpose set forth.

2. A race piece for bridging a gap between two cars and the like comprising a board having stops spaced from each end thereof, swinging clamping jaws hinged to the under side of the board and having their free ends pointed, each clamping jaw being provided intermediate its ends with a slot, screw members pivotally secured to the under side of the board and extending through the slots in the clamping jaws, beveled nut members threaded on the screw members for engaging the jaws and forcing them into operative position for coöperation with the stops to securely hold the race-piece in position.

In testimony whereof I have hereunto set my hand.

THOMAS F. KIRWAN.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents Washington, D. C."