

(No Model.)

W. B. ORTON.  
DRAW BAR ATTACHMENT FOR CARS.

No. 487,583.

Patented Dec. 6, 1892.

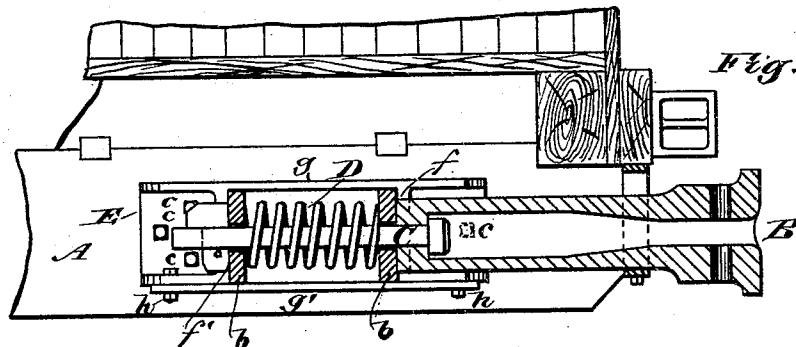


Fig. 1

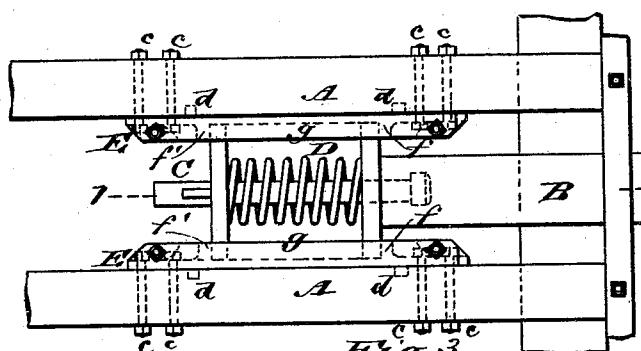


Fig. 2.

Fig. 3.

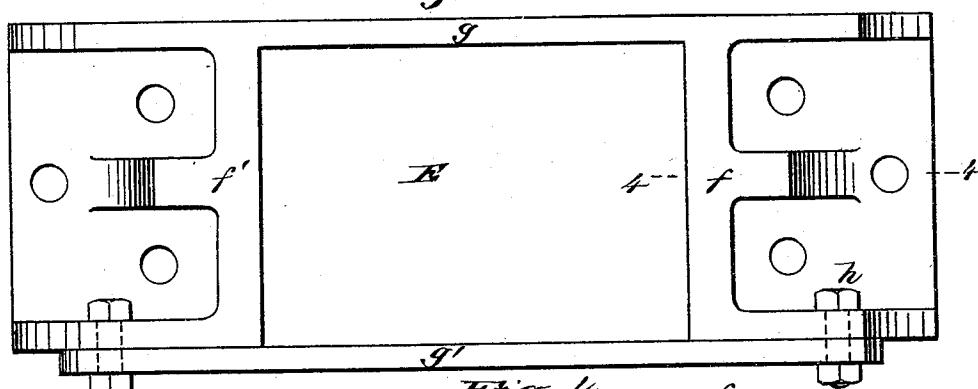
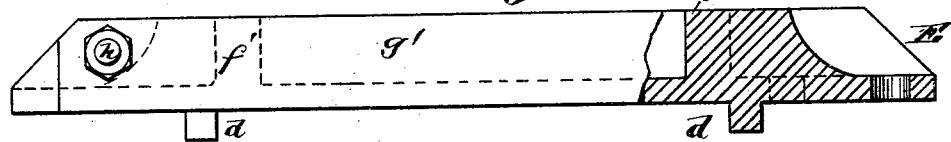


Fig. 4



WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILBER B. ORTON, OF NICKERSON, KANSAS.

## DRAW-BAR ATTACHMENT FOR CARS.

SPECIFICATION forming part of Letters Patent No. 487,583, dated December 6, 1892.

Application filed May 17, 1892. Serial No. 433,290. (No model.)

To all whom it may concern:

Be it known that I, WILBER B. ORTON, of Nickerson, in the county of Reno and State of Kansas, have invented a new and useful 5 Improvement in Draw-Bar Attachments for Railroad-Cars, of which the following is a full, clear, and exact description.

This invention relates to what are termed the "lugs" in draw-bar attachments to take the thrust or pull of the draw-head or draw-bar spring when a railroad-car is pulling or backing up. There are usually four of these lugs for each draw-bar, and each lug is separately fastened to its draft-timber beneath the car—two on one draft-timber and two on the other—at a suitable distance apart for the spring of the draw-bar and its followers to work between and to take thrust or pull against, the draft being either on the front or back lugs, according as the car is pulling or backing. In such construction the draft is unequal on the lugs, which, moreover, are ordinarily fastened in part by vertical bolts passing up through the lugs. These bolts 15 weaken the lugs and are very liable to break or the lugs to break at the bolt-holes. Furthermore, the followers of the draw-bar spring are liable to cut the draft-timbers between which they work.

30 The object of my invention is to remove the above-named defects and also to make the lugs strengthen the draft-timbers; to which ends the invention consists in a compound lug or lug-plate of novel construction and in which the front and back lugs are integral with one another or of the same piece of metal as the plate, substantially as herein-after described, and more particularly pointed out in the claim.

40 Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a vertical longitudinal section upon the line 1 1 in Fig. 2 of a railroad-car in part with my improvement applied; Fig. 2, a plan view of the same in part; Fig. 3, a face view of one of the lug-plates, and Fig. 4 a longitudinal lower edge view of

said plate in partial section at its one end upon 50 the line 4 4 in Fig. 3.

A A indicate the draft-timbers of a railroad-car, B its draw-head, C the draw-bar having attached followers b b, and D the spring between the followers, all as in ordinary use.

E E are lug-plates secured to the draft-timbers A A by bolts c c and having heel-pieces d d on their backs, made to enter mortises in the inner faces of the draft-timbers, which 60 stiffen the hold of the plates on said timbers and relieve the bolts c c of strain. Each of these plates E E has a front lug f and a rear lug f' integral with or of one piece with it, said lugs serving to receive the thrust or pull 65 of one or other of the followers b b, according as the draw-head is drawn out or forced back. By having the front and rear lugs integral with the same plate E the same or equal draft or strain is secured on the one lug 70 as on the other of the two plates, and the plates serve to strengthen the draft-timbers. The face portions of the plates between the two sets of lugs also serve as bearing-surfaces for the followers b b to prevent them cutting 75 the draft-timbers A A. Top and bottom horizontal strips g g', applied to the plates E E, stiffen the latter and assist in acting as guides for the followers, the bottom one g' of said strips serving to hold the followers and spring 80 in or up. These lower strips g' are made separate from the lug-plates or lugs and secured thereto by bolts h h, so that they may be removed from the lug-plates when it is necessary to get at the draw-bar or its spring 85 when repair is necessary or a new spring or draw-bar has to be inserted without removing the entire lug-plates from the draft-timbers.

The invention is not restricted to any particular size of parts or shape of lugs on the lug-plates.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

95 A lug-plate for draw-bars for forming the spring-pocket, the same having integral vertically-ranging solid lugs for receiving the

thrust of the spring-followers, an integral longitudinal flange at the top of the plate, the latter further having longitudinal flanges at the bottom at each end beyond the vertical 5 lugs, and a removable strap forming the bottom of the spring-pocket, the said strap overlapping on the lower end flanges and bolted

to the latter beyond the vertical lugs, substantially as described.

WILBER B. ORTON.

Witnesses:

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