

(No Model.)

J. RHOADS.
RAILWAY CAR BUFFER PLATE.

No. 552,448.

Patented Dec. 31, 1895.

FIG. 1.

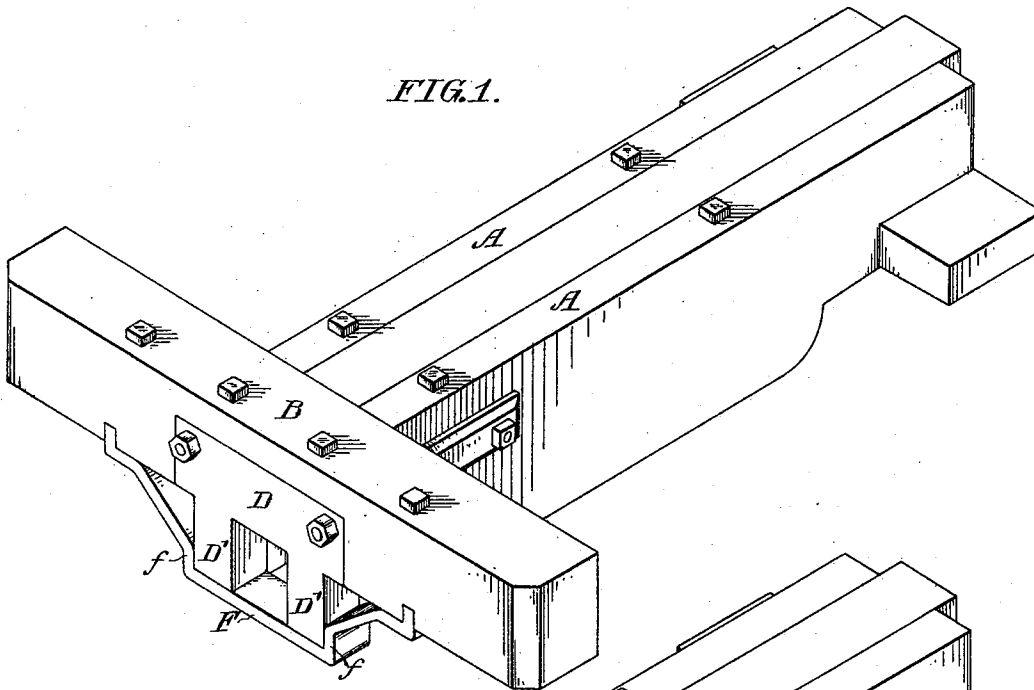


FIG. 2.

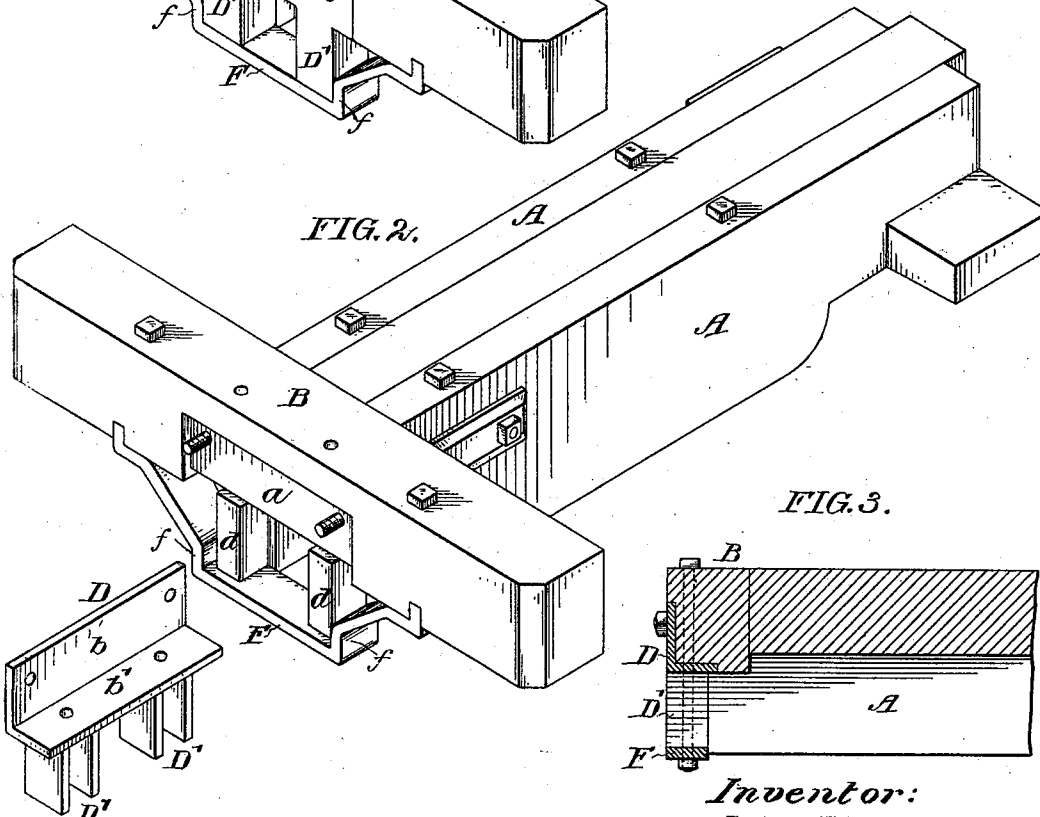
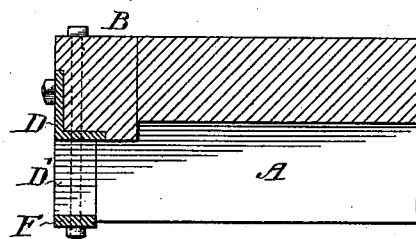


FIG. 3.



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JOHN RHOADS, OF PHILADELPHIA, PENNSYLVANIA.

RAILWAY-CAR BUFFER-PLATE.

SPECIFICATION forming part of Letters Patent No. 552,448, dated December 31, 1895.

Application filed July 10, 1895. Serial No. 555,548. (No model.)

To all whom it may concern:

Be it known that I, JOHN RHOADS, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain
5 Improvements in Railway-Cars, of which the following is a specification.

The object of my invention is to protect from injury the front ends of the draft beams or timbers of a railway-car body, and this
10 object I attain by combining with the usual strike-plate on the end sill of the car boxes for receiving and armoring the front ends of said draft-timbers.

In the accompanying drawings, Figure 1 is
15 a perspective view of sufficient of the frame of a car-body to illustrate my invention. Fig. 2 is a similar view with the strike-plate and its boxes removed, and Fig. 3 is a longitudinal section of part of the frame.

20 In Figs. 1 and 2, A A represent parts of the usual longitudinal draft-timbers of a car-body, and B part of the transverse end sill which is secured to the ends of these draft-timbers.

25 Usually the front ends of the timbers are brought out flush with the face of the end sill below the same and are therefore exposed to end blows when the coupling-head is driven against the same or to side blows due to lateral deflection of the coupling-head or draft-
30 bar, the consequence being that they soon become split or otherwise injured so as to necessitate repairs.

Let into a recess *a*, formed in the front and
35 under side of the end sill B, is what is termed a "strike-plate" D, consisting of two wings *b b'*, at right angles to each other, these wings fitting into the vertical and horizontal portions of the recess *a* and being secured therein by
40 suitable bolts.

In carrying out my invention I form on the

under side of the strike-plate downwardly-projecting boxes D', which receive the forward ends of the draft-timbers A A, as shown in Fig. 1, said front ends of the draft-timbers
45 being, if desired, recessed so as to form tenons *d*, as shown in Fig. 2, for entering the boxes D', although the boxes may be large enough to receive the front ends of the draft-timbers without such tenoning of the same.

50 The bottoms of the boxes D' are closed by a yoke F, which also has portions *f* extending up along the sides of the boxes for some distance before it extends upwardly at an angle to the bottom of the end sill, as shown in Fig. 55 1, so that the lower portions of the boxes D' are amply braced against any lateral strains to which they may be subjected. By this means the front ends of the draft-timbers are effectually armored and injury to the same
60 either by end blows or side blows is prevented.

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

The combination of the longitudinal draft
65 timbers and transverse end sill of a car body, with a strike plate comprising vertical and horizontal webs let into a recess in the face of the sill, the horizontal web having depending boxes for receiving and protecting the
70 front ends of the draft timbers, the vertical securing bolts passing through the end sill, through the horizontal web, and through the draft timbers, substantially as specified.

In testimony whereof I have signed my
75 name to this specification in the presence of two subscribing witnesses.

JOHN RHOADS.

Witnesses:

WILL. A. BARR,
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