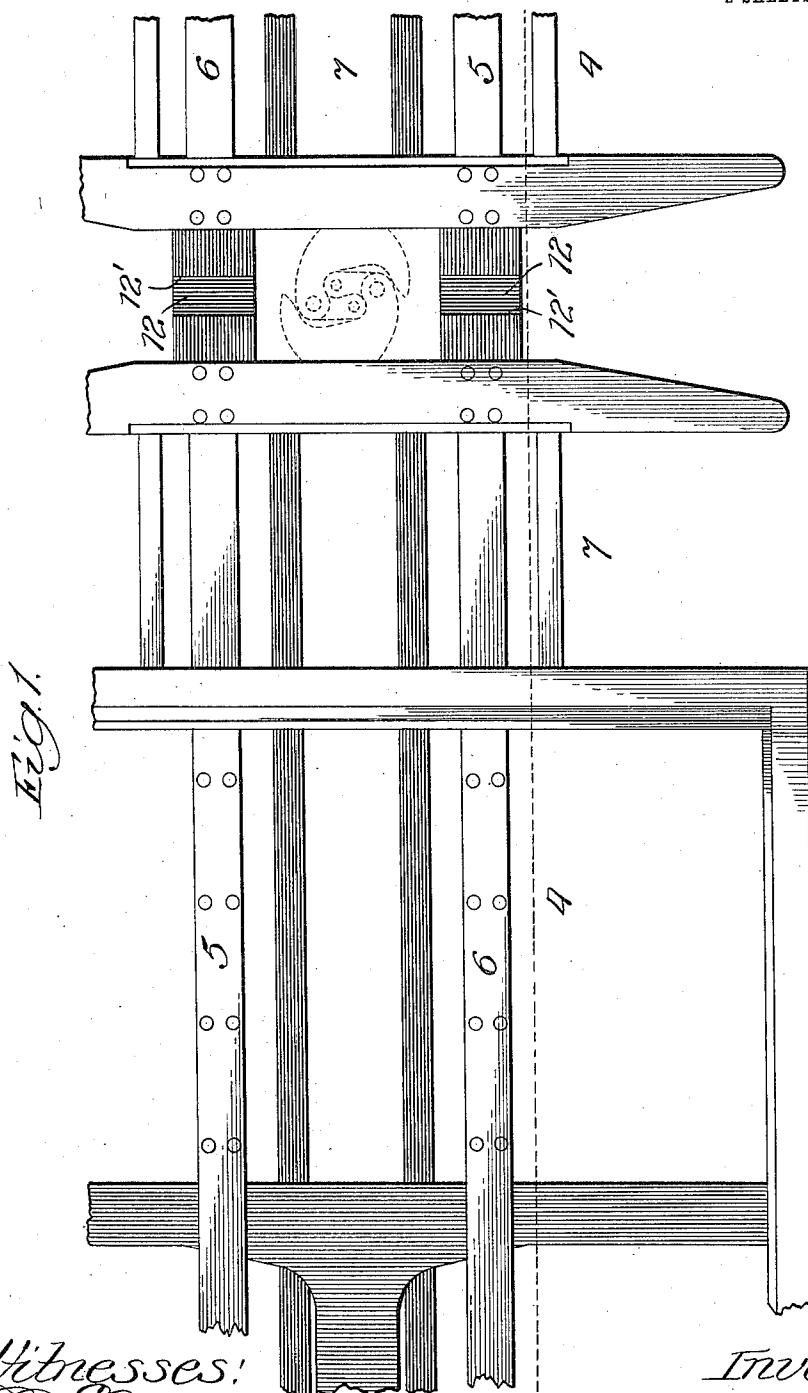


J. S. THOMPSON.
 ANTITELESCOPING DEVICE FOR RAILWAY CARS.
 APPLICATION FILED MAR. 6, 1911.

1,024,164.

Patented Apr. 23, 1912.

2 SHEETS—SHEET 1.



Witnesses:
E. O. Gaylord,
Chas. H. Bull.

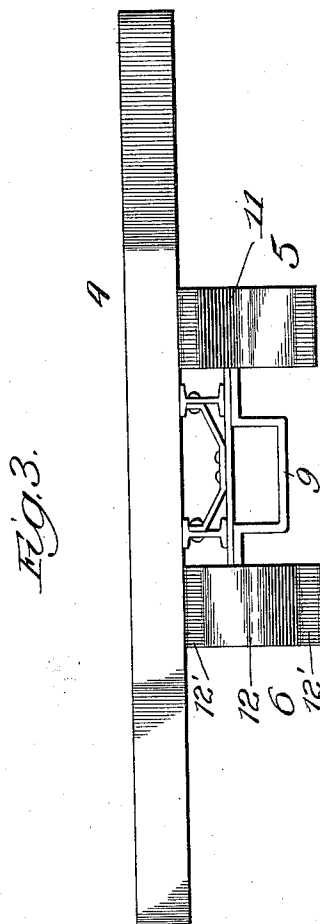
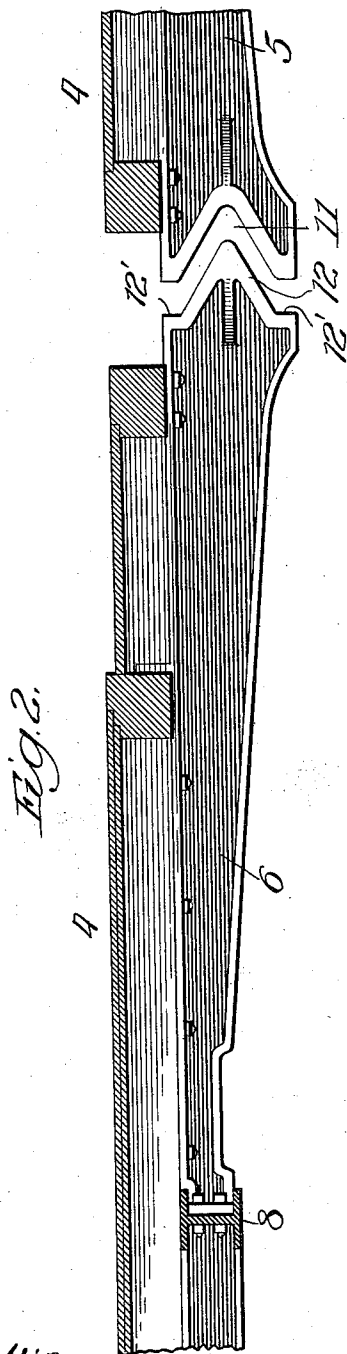
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James S. Thompson,
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UNITED STATES PATENT OFFICE.

JAMES S. THOMPSON, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO J. B. TERBELL, OF CHICAGO, ILLINOIS.

ANTITELESCOPING DEVICE FOR RAILWAY-CARS.

1,024,164.

Specification of Letters Patent.

Patented Apr. 23, 1912.

Application filed March 6, 1911. Serial No. 612,624.

To all whom it may concern:

Be it known that I, JAMES S. THOMPSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Antitelescoping Devices for Railway-Cars, of which the following is a specification.

My invention relates to an improvement in the class of devices used as extensions at the ends or platforms of railway-cars to prevent them from telescoping in the event of collision.

The object of my improvement is to provide a construction of the means employed for the aforesaid purpose whereby their effectiveness shall be materially increased and whereby they shall afford full freedom of play to lateral swaying of the cars in motion and in rounding curves without impairing their operation.

In the accompanying drawings, Figure 1 is a broken plan view of the under-framing of the bodies of two coupled railway-cars provided with my improvement; Fig. 2 is a section on line 2, Fig. 1, and Fig. 3 is an end view of the under-framing of one of the cars of Fig. 1.

At each side of the longitudinal center of the under-framing 4 of a railway-car extend two substantial beams 5 and 6, of rectangular cross-section, which occupy the positions of and may supplant the sills which usually support the platform-work 7 at the uppermost of the series of steps. At their rear ends the two beams may be socketed into the body-bolster 8, and they are securely fastened between their ends to the framing, as shown. The forward ends of the beams project beyond the platform in the plane of the draw-bar, the yoke-support for which is represented at 9, Fig. 3. The projecting end or head of the beam 5 contains a V-shaped recess 11 essentially extending from side to side through the head to render the recess open-sided. The corresponding end or head of the beam 6 terminates in a wedge 12 of V-shape extending preferably from between shoulders 12¹ on the end of the beam to register with the shoulders of the recess in the head of the opposing beam, this wedge being of dimensions corresponding with those of the recess.

Two pairs of the beams 5 and 6 are provided on the car to protrude the heads of the

respective pairs beyond its opposite ends, or beyond the platforms forming such ends, whereby when a train of cars is equipped with my improvement the recess in the head of each beam 5 on one car will register with a wedge 12 on a head on an opposing car; and the extent of projection of the heads is such as to cause the opposing recesses and wedges to lap one another to a considerable distance in the normal extent of separation of the opposing car platforms. The space between the surfaces of the recesses and wedges is ample to avoid any obstruction to the normal vertical oscillations of the platforms in the running of the train; and the recesses being open-sided they permit free transverse movement of the wedges through the recesses under the lateral swaying of the cars, in running and rounding curves, while the opposing wedges and recesses always remain in their mutually-lapping relation under normal conditions, ready to subserve their coöperating purpose when the cars are forced one against the other, as in a collision. When a collision occurs, the opposing heads, at the ends of adjacent cars, are forced together, causing the wedges, by their wedging engagement with the recesses, to securely hold the platforms in alinement and prevent the climbing of one car by another and resultant telescoping of one by the other. The force of the collision enters the wedges fully into the recesses, when the shoulders 12¹ abut against the outer ends of the recessed heads and further increase the strength of their interlocking engagement.

The particular shape shown and described of the recess and wedge of the opposing heads best serves the purposes of my improvement, though it is not intended to limit my invention thereto, except in such of the appended claims as specify that shape.

What I claim as new and desire to secure by Letters Patent is:

1. In combination with a railway-car, antitelescoping means comprising heads projecting beyond the end of a car at opposite sides of the longitudinal center of its base, one of said heads containing an open-sided recess and the other head having a wedge extending from it, for the purpose set forth.

2. In combination with a railway-car, antitelescoping means comprising heads projecting beyond the end of a car at opposite sides of the longitudinal center of its base,

one of said heads containing a V-shaped open-sided recess and the other head having a V-shaped wedge extending from it, for the purpose set forth.

- 5 3. In combination with a railway-car, antitelescoping means comprising shouldered heads projecting beyond the end of the car at opposite sides of the longitudinal center of its base, one of said heads containing a
- 10 V-shaped open-sided recess and the other head having a V-shaped wedge extending from it, for the purpose set forth.

4. In combination with a railway-car, antitelescoping means comprising beams ex-
- 15 tending lengthwise of the car at opposite

sides of the longitudinal center of its base and socketed at their inner ends in the body-bolster and secured to said base, said beams terminating in heads projecting beyond the platforms and forming a pair at each plat- 20 form, one head of each pair containing a V-shaped open-sided recess and the other head having shoulders on its end and a wedge extending from between the shoulders, for the purpose set forth.

JAMES S. THOMPSON.

In presence of—
R. A. RAYMOND,
L. HEISLAR.

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