(No Model.)

W. D. MINTON & A. S. DOUGLAS.

CARRIER IRON FOR DRAW BARS.

No. 483,465. Patented Sept. 27, 1892.

Fig. 1.

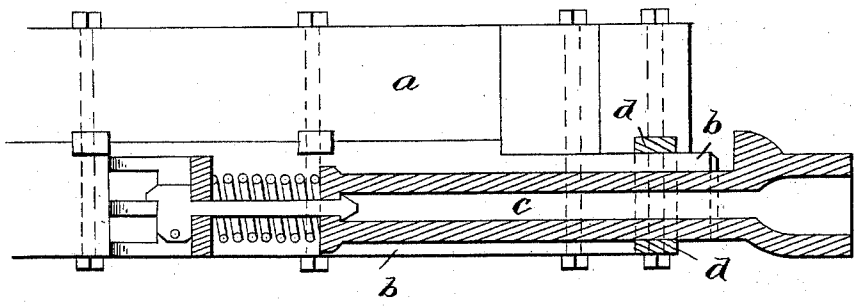


Fig. 2.

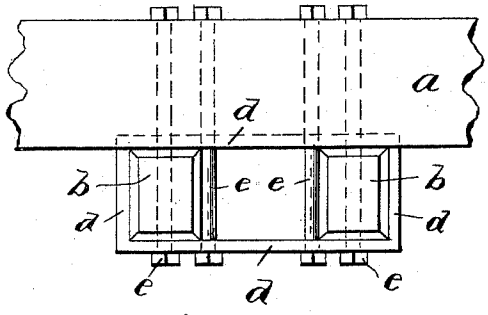
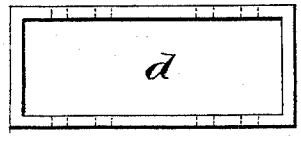


Fig. 3.



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WILLIAM DRYDEN MINTON AND ALEXANDER STEWART DOUGLAS, OF MARSHALL, TEXAS.

CARRIER-IRON FOR DRAW-BARS.

SPECIFICATION forming part of Letters Patent No. 483,465, dated September 27, 1892.

Application filed June 22, 1892. Serial No. 437,615. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM DRYDEN MINTON and ALEXANDER STEWART DOUGLAS, of Marshall, in the county of Harrison and State of Texas, have invented certain new and useful Improvements in Carrier-Irons for Draw-Bars; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

This invention relates to certain improvements in the construction of railroad-cars, and more particularly to an improved carrier-iron for draw-bars.

The object of the invention is to provide an improved draw-bar support exceedingly strong and durable in construction and very cheap and simple and which will prevent spreading of the draft-timbers or sagging of the draw-bar and which can be reversed.

The invention consists in certain novel features of construction and in combinations of parts more fully described hereinafter, and particularly pointed out in the claim.

Referring to the accompanying drawings, Figure 1 is a vertical longitudinal sectional view through the end of a car provided with the present improvement. Fig. 2 is an end view of a portion of a car, the draw-bar removed. Fig. 3 is a detail view of the support or carrier-iron.

In the drawings the reference-letter *a* indicates the draft-frame of a car.

b indicates the draft-timbers extending longitudinally of the car and projecting at the end thereof and between which the draw-bar *c* is supported and reciprocates.

d indicates the carrier-iron in the form of an oblong loop or frame strongly constructed of suitable metal, usually in one piece. This iron embraces the front ends of the draft-timbers, so that the draw-bar rests on and is supported by the lower side of the carrier-iron. Bolts *e* are passed down through the draft-timbers and sills and through both sides of the carrier-irons and are provided with suitable nuts. These bolts screw the parts together. If the nuts should loosen and drop off of these bolts, the carrier-irons will still retain the parts in their proper positions and prevent the draft-timbers spreading or the draw-bar sagging or dropping. Where the ordinary plates are used horizontally located along and below the draw-bar and secured to the timbers, the bolts will often become loose by reason of the nuts jarring off, thereby permitting the plates to drop off and the draft-timbers to separate and often drop the draw-bars, causing much trouble and damage. Our invention in a most cheap, simple, and effective manner overcomes this difficulty and most firmly and permanently secures the parts in their relative positions.

In case the constant rubbing of the draw-bar on the carrier-iron wears the lower side so as to weaken the same, the iron can be easily removed and reversed.

The many and varied advantages of this invention are obvious without further explanation.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent of the United States, is—

The combination, in a car, of the draft-timbers, the draw-bar between the same, and the loop-shaped carrier-iron in one piece embracing said timbers and passing above and below and supporting the draw-bar and secured to said timbers by bolts, whereby said iron is reversible, substantially as described, and prevents the timbers spreading.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

WILLIAM DRYDEN MINTON.
ALEXANDER STEWART DOUGLAS.

Witnesses:
R. L. HEARD,
F. W. FRALLY.