B. P. FLORY.

CAR DRAW BAR CARRY IRON.

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1,027,194.

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Fig. 1.

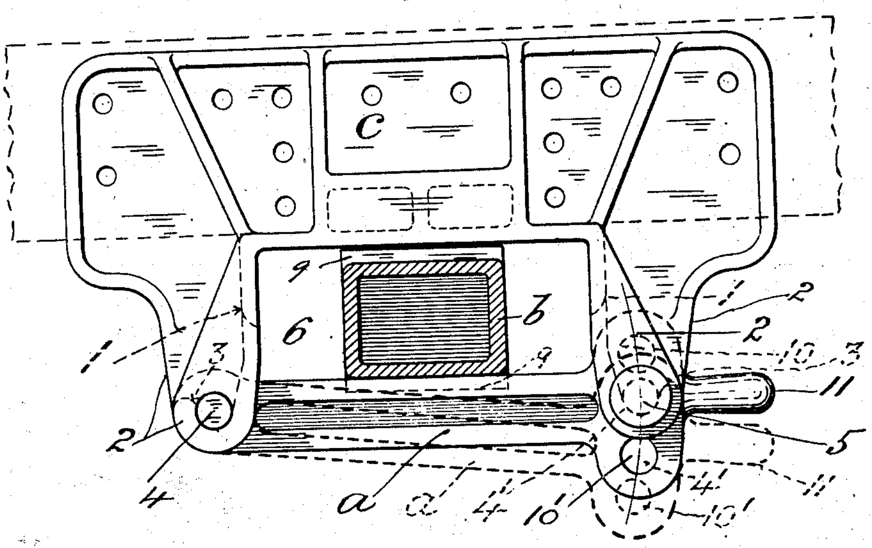
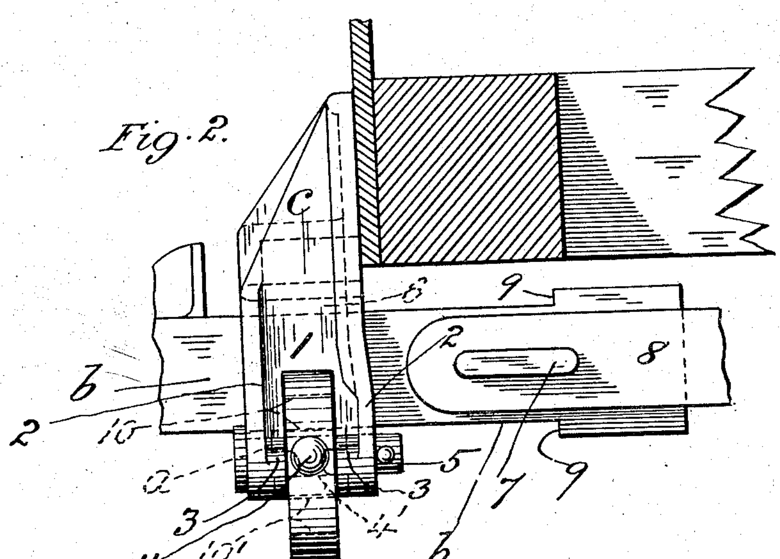


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

BURTON P. FLORY, OF MIDDLETOWN, NEW YORK, ASSIGNOR TO FLORY CARRY-IRON COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF DELAWARE.

CAR-DRAW-BAR CARRY-IRON.

1,027,194. Specification of Letters Patent. Patented May 21, 1912.

Application filed September 6, 1910. Serial No. 580,693.

To all whom it may concern:

Be it known that I, BURTON P. FLORY, a citizen of the United States, residing at Middletown, in the county of Orange and State of New York, have invented a new and useful Improvement in Car-Draw-Bar Carry-Irons, of which the following is a specification.

My invention relates particularly to that class of carry-iron or support for the draw-bar of a railroad car or locomotive engine draft-gear in which the carry-iron consists of a practically straight bar arranged horizontally across the draw-bar opening beneath the end of the car underframe, and secured to a dependent member of the latter, at one end by a hinge and at its other end by a removable pin or bolt.

In some types of draft-gear now in use the draw-bar is secured to the pocket-strap or yoke by a horizontal transverse key, on withdrawing which, the draw-bar can be removed endwise without disturbing the other parts of the gear; but in so doing, owing to the enlarged rear end portion of the draw-bar coming in contact with the carry-iron and top wall of the draw-bar opening, the draw-bar cannot be removed from the car without disconnecting the carry-iron.

My invention has for its object to overcome this objection and enable the draw-bar to be readily and quickly removed from the car without disconnecting the carry-iron.

It consists in features of novelty as hereinafter described and claimed, reference being had to the accompanying drawing forming part of this specification, whereon,

Figure 1, is a side elevation of my improved draw-bar carry-iron as applied to the dead-block of a car underframe, and Fig. 2, an end view of the same showing the draw-bar (broken away at the coupler end) in side elevation.

Like letters and numerals of reference denote like parts in all the figures.

a represents my improved draw-bar carry-iron which consists of a practically straight bar of suitable shape in cross section, arranged horizontally beneath, and adapted to support, the draw-bar *b* in the usual manner, the carry-iron *a* in the present case being attached to the dead-block *c* of the car underframe preferably, as follows:—Depending from the dead-block *c* are two opposite brackets 1, one on each side of the longitudinal center of the car, having their lower ends bifurcated and alined with each other transversely of the car, the inner faces of the side walls 2 of the said ends being formed with suitable bearings 3 open at the top, and the said walls having perforations therethrough in alinement with the bearings 3. Projecting from each side of the carry-iron *a* at one end thereof, is a trunnion 4, the trunnions 4 being alined to each other and adapted for engagement hinge-wise with the bearings 3 of the corresponding bracket 1, while transversely through the carry-iron *a* at its other end is a perforation 4′ through which, and through the side walls 2 of the corresponding bracket 1, is passed a pin or bolt 5 whereby, the carry-iron *a* is fixed in a horizontal position to the dead-block *c*, the underside of the latter with the brackets 1 and carry-iron *a* forming the opening 6 for the draw-bar *b* which in the present case is of the ordinary construction and fixed by a key 7 to the yoke 8.

In the normal position of the parts as above described, it being desired to remove the draw-bar *b* from the car, it will be noted that in withdrawing the draw-bar *b*, after removal of the key 7, the shoulders 9 of the enlarged rear end of the draw-bar *b* coming in contact with the dead-block *c* over its opening 6 and with the inner side of the carry-iron *a*, will prevent the removal of the draw-bar without disconnecting the carry-iron *a* from the dead-block *c* or other member of the underframe to which it may be attached. For obviating this objection according to my invention, I form either the carry-iron *a* at its end having the perforation 4′ as shown on the drawing, with preferably, a perforation 10 above, and spaced apart from the perforation 4′, and, in the case of a carry-iron vertically adjustable for maintaining a constant level of the draw-bar as shown in the present case, with a perforation 10′ therethrough below, and spaced apart from the perforation 4′, the perforations 10, 4′, and 10′, being radial to the trunnions or hinge 4 of the carry-iron *a*, whereby, on removing the pin or bolt 5 from the perforation 4′ through the carry-iron *a* and from the correspond-

ing perforations through the side walls 2 of the bracket 1, the carry-iron *a* is released at that end and lowered until the perforation 10 registers with the perforations through the side walls 2, when the pin 5 is inserted therethrough and thereby fixes the carry-iron *a* in the inclined position indicated by the heavy dotted lines in Fig. 1, or so that the shoulders 9 of the draw-bar *b* are free to pass thereover and the draw-bar *b* readily and quickly removed without the necessity of having to disconnect the carry-iron *a* from the car.

For easing the pressure on the pin 5 due to the weight of the draw-bar *b* on the carry-iron *a*, and thereby enabling the pin 5 to be readily and quickly withdrawn from, and re-inserted through the perforations of the bracket 1 and carry-iron *a* in the different positions of the latter, I preferably, form the end of the carry-iron *a* adjacent to its perforation 4′, with a longitudinal outwardly projecting handle 11 by which the carry-iron *a* can be lifted and lowered about its hinge 4 as desired.

It will be noted by an inspection of Fig. 1 that the top bearing face of the carry-iron *a* is closer to the horizontal plane occupied by the centers of the aperture 4 and 4′ than the bearing face on the opposite or under side of said carry-iron and thus when said carry-iron is in the position as shown in Fig. 1, the draw bar *b* occupies a plane slightly lower than the plane that it occupies when the carry-iron is reversed or turned up side down. Thus the carry-iron is provided with a pair of oppositely disposed bearing faces which occupy different horizontal planes with respect to the points of attachment of the carry-iron to the dead block *c* and thus the elevation or height at which the draw bar is carried can be varied to suit different working conditions.

By providing the apertures 10 and 10′ on opposite sides of the central aperture 4′ provision is made for supporting the carry-iron when the same is lowered a sufficient distance to permit the draw bar to be removed from the car, and in practice it is essential that the bar be supported during its removal for where the carry-iron is wholly removed from the position beneath the draw bar, the latter when left unsupported, will drop, thereby bending the yoke or distorting parts of the draft rigging.

By my improved construction the carry-iron can be lowered a short distance and held in its lowered position by the insertion of the pin 5 in corresponding apertures, and when so positioned, it is possible to withdraw the draw bar for the purpose of repair or renewal, and after the new draw bar is properly positioned and connected to the yoke 8, the carry-iron is lifted to its operative position and so held by the insertion of the pin 5 through the central aperture 4′.

What I claim as my invention and desire to secure by Letters Patent is:—

The combination with a car under-frame dead block having brackets depending from its ends, of a carry iron pivotally connected at one end to one of the brackets, said carry iron being provided at its opposite end with an elongated head having a plurality of openings radially arranged with respect to the pivotal point of said carry iron.

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Witnesses:
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