U. S. DRAYER.

WRECKING, POLING, WIRING, LIFTING, AND TRUCK CARRYING IRON FOR RAILROAD CARS.

APPLICATION FILED AUG. 30, 1919.

1,341,787. Patented June 1, 1920.

FIG. 1.

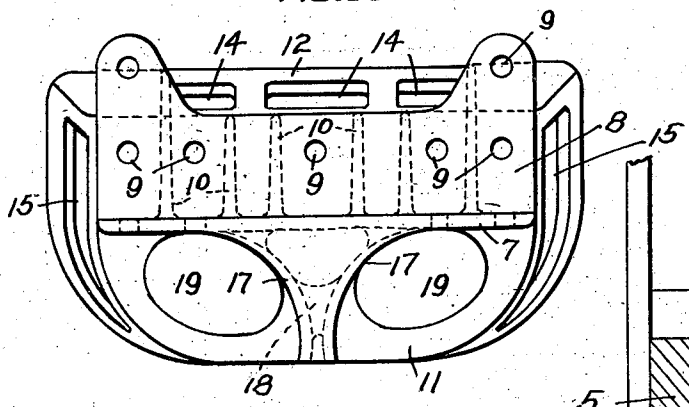


FIG. 2.

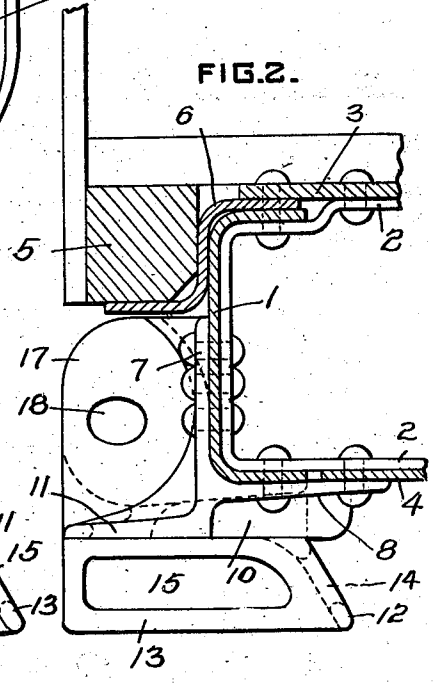


FIG. 3.

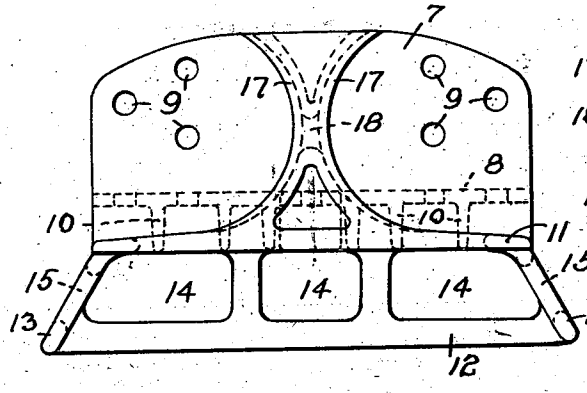


FIG. 4.

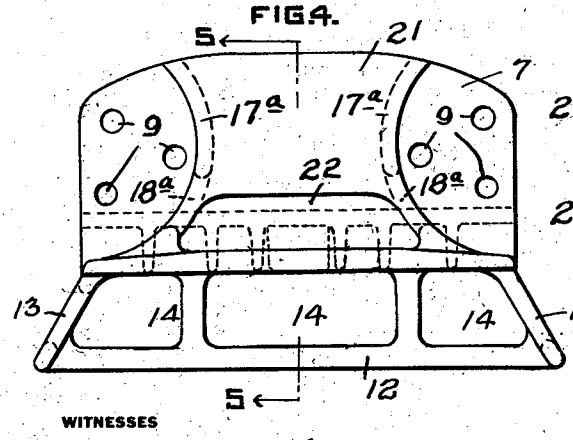
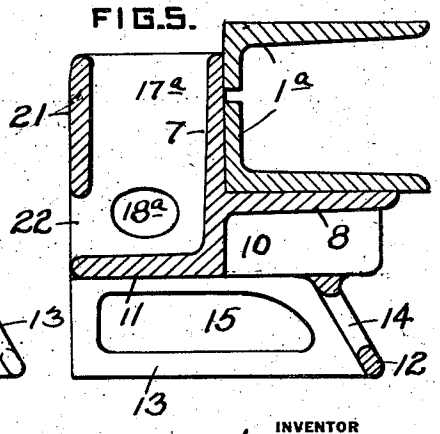


FIG. 5.



WITNESSES

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WRECKING, POLING, WIRING, LIFTING, AND TRUCK CARRYING IRON FOR RAILROAD-CARS.

1,341,787. Specification of Letters Patent. Patented June 1, 1920.

Application filed August 30, 1919. Serial No. 320,927.

To all whom it may concern:

Be it known that I, ULYSSES S. DRAYER, a resident of Altoona, in the county of Blair and State of Pennsylvania, have invented a new and useful Improvement in Wrecking, Poling, Wiring, Lifting, and Truck Carrying Irons for Railroad-Cars, of which the following is a specification.

This invention relates to wrecking irons for railway cars. Its object is to provide an iron for this purpose which serves as a blocking member for a lifting jack when it is desired to raise the car, which is provided with holes to chain the truck thereto so that the truck can be lifted with the car, which also serves as a push pole pocket, which is provided with means for the attachment of a crane hook or pin, and which is also provided with holes for receiving cables or chains to wire the load on the car.

In the accompanying drawings Figure 1 is a plan view of the wrecking iron; Fig. 2 is an end view of the same and showing a portion of the underframe in transverse section; Fig. 3 is a side elevation of the same; Fig. 4 is a side elevation showing a modification; and Fig. 5 is a vertical section thereof on the line 5—5, Fig. 4.

The wrecking iron is formed for attachment to any part of the car underframe, such as to the ends of the body bolster, or to the side sills preferably at the ends of the body bolster, so as to form a prolongation of the body bolster. Fig. 2 indicates a typical freight car underframe with a wooden super-structure, comprising a channel shaped side sill 1 secured to the ends of the body bolster members 2, all of which are shown as pressed members, the body bolster members 2 being provided with flanges as is common for securing the same to the side sills and to a top cover plate 3 and a bottom cover plate 4. The wooden side stringers 5 are attached to and supported by Z-shaped brackets 6. This form of underframe is however not necessary, as the wrecking iron can be attached to any construction of underframe having side sills of any kind.

The wrecking iron comprises a body of angle shape, having a vertical longitudinal flange 7 fitted against the side face of the underframe and a horizontally inwardly projecting flange 8 fitted against the bottom of the underframe, these flanges being provided with holes 9 for receiving rivets or similar means for attaching the iron to the underframe. The horizontal flange preferably is strengthened by downwardly projecting transverse ribs 10.

Projecting outwardly from the lower edge of the body is a horizontal flange 11 whose lower surface forms a blocking or jacking abutment when it is desired to lift the car by means of a jack. Projecting downwardly from the body at the inner edge is an inclined longitudinal flange 12, and from its end portions project flanges 13, the former being provided with a plurality of holes 14, three such holes being shown, and the end flanges being each provided with a hole 15. These holes are for the purpose of having chains passed through the same in order to chain the truck to the body when it is desired to jack up both the body and the truck.

Projecting outwardly from the vertical flange 7, substantially midway between the ends of the iron is a vertical structure comprising a pair of oppositely faced curved vertical webs 17, which serve as abutments for a push pole, thus forming in effect two push pole pockets facing in opposite directions so that thereby the car can be pushed in either direction. This central structure also is provided with a hole 18, for receiving the hook of a wrecking crane, for lifting the body of the car in case of a wreck. These central webs are joined to both the vertical longitudinal flange 7 and to the bottom outwardly projecting flange 11.

Outwardly projecting flange 11 is provided in each of the push pole pockets with a hole 19, through which can be passed cables or chains for wiring a load to a gondola or flat car.

Figs. 4 and 5 show a modification showing a structural side sill, 1^a and a casting in which the two webs 17^a, forming the two push pole pockets, are separated so as to leave between the same a space into which a link of a wrecking crane chain may be dropped, both of said webs being provided with alining holes 18^a for receiving a pin which will also pass through the link of the wrecking crane chain and thus attach the wrecking crane chain to the car body. The space between the webs 17 is bridged at the

front of said webs by a member 21, thus forming an auxiliary stake pocket, an opening 22 being provided below the member 21 to allow dirt to escape from the pocket.

The wrecking iron described can be cheaply produced, by a simple casting operation, can be readily and securely fastened to the car underframe, and said single casting serves for attachment of a wrecking crane chain to the car body, as a push pole pocket, as a means for attaching cables or chains for wiring a load to the car, and also as a blocking member for a lifting jack, and is provided with means for chaining the truck to the car body when lifting the latter.

I claim:

1. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal outwardly projecting flange near the bottom of said body forming a jacking seat and provided with load wiring openings, and a flange projecting downwardly from the body and provided with openings for chaining the truck to the body.

2. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe and having a horizontal outwardly projecting flange near its bottom forming a jacking seat, said horizontal flange being provided with load wiring openings.

3. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontally outwardly projecting flange near the bottom of the body forming a jacking seat and provided with load wiring openings, and a vertical outwardly projecting structure intermediate the ends of the body forming push pole abutments and provided with a hole for attachment of a crane chain.

4. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal flange near the bottom of the body forming a jacking seat, and a longitudinal flange projecting downwardly from the inner edge of said body and provided with openings for chaining the truck to the body.

5. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal flange near the bottom of the body forming a jacking seat, and transverse flanges projecting downwardly from the ends of said body and provided with openings for chaining the truck to the body.

6. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal flange near the bottom of the body forming a jacking seat, a longitudinal flange projecting downwardly from the inner portion of said body, and transverse flanges projecting downwardly from the ends of said body, said longitudinal and transverse flanges being provided with openings.

7. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal outwardly projecting flange near the bottom of said body, a vertical structure projecting outwardly from the body and located above the horizontal flange, a longitudinal flange projecting downwardly from the body near its inner edge, and transverse flanges projecting downwardly from the body at its ends, said several flanges being provided with openings.

8. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal flange at the bottom of said body forming a jacking seat, and a vertical structure joining said horizontal flange and the body and being formed by two curved webs facing in opposite directions and forming push pole pockets.

9. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal flange at the bottom of said body forming a jacking seat, and a vertical structure joining said horizontal flange and the body, said vertical structure being formed by two webs spaced apart and bridged at their outer edges to form a stake pocket.

10. A wrecking iron for railway cars comprising a body formed for attachment to a car underframe, a horizontal flange at the bottom of said body forming a jacking seat, and a vertical structure joining said horizontal flange and the body, said vertical structure being formed by two webs spaced apart and bridged at their outer edges to form a stake pocket, said webs being provided with alining openings.

In testimony whereof, I have hereunto set my hand.

ULYSSES S. DRAYER.

Witness:
M. R. LAVELLE.