

H. C. JARVIS.
 COUPLING DEVICE FOR RAILWAY CARS.
 APPLICATION FILED AUG. 30, 1917.

1,293,455.

Patented Feb. 4, 1919

2 SHEETS—SHEET 1.

Fig. 1

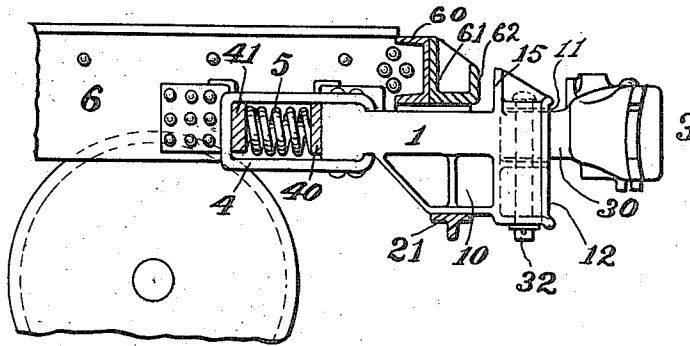


Fig. 2

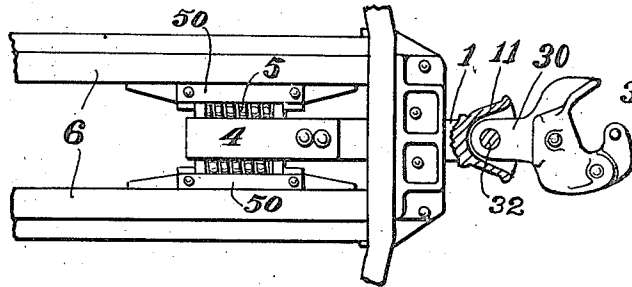
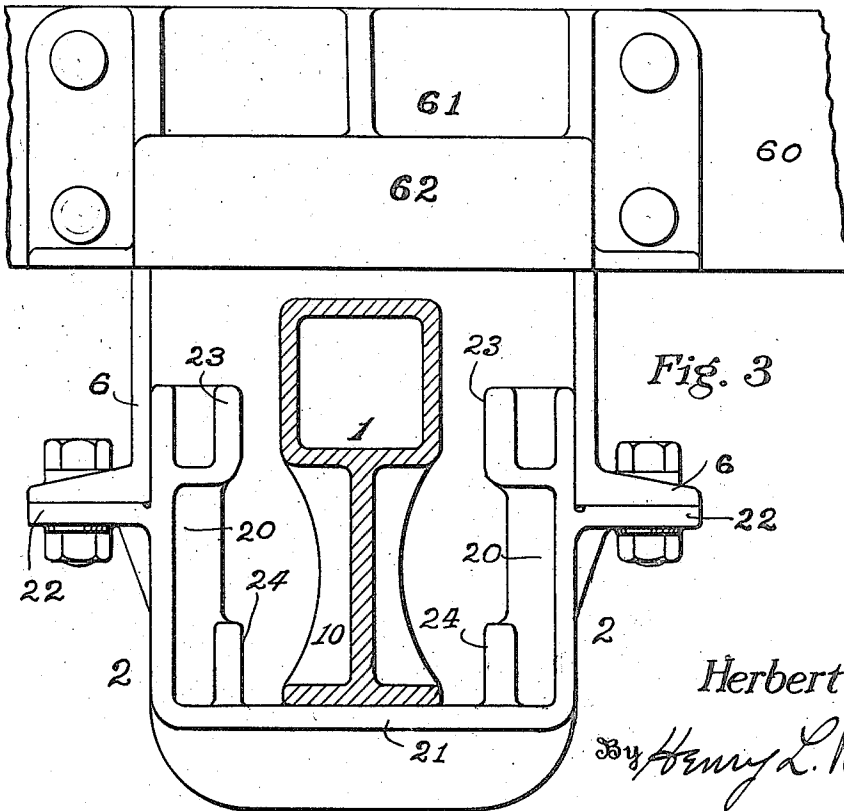


Fig. 3

Inventor

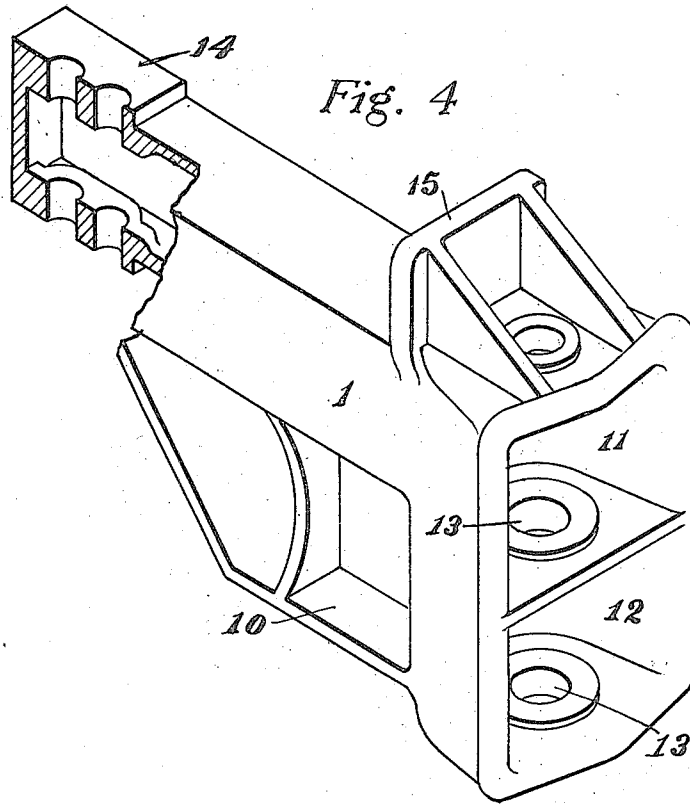
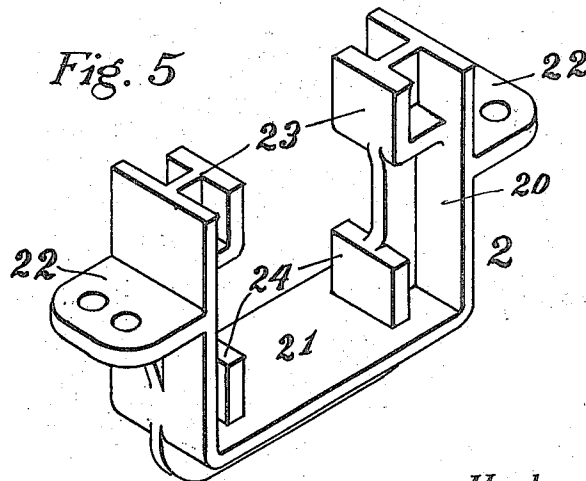
Herbert C. Jarvis

By Henry L. Reynolds.
 Attorney

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Inventor

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UNITED STATES PATENT OFFICE.

HERBERT C. JARVIS, OF RENTON, WASHINGTON, ASSIGNOR TO SEATTLE CAR & FOUNDRY CO., OF SEATTLE, WASHINGTON, A CORPORATION OF WASHINGTON.

COUPLING DEVICE FOR RAILWAY-CARS.

1,293,455.

Specification of Letters Patent.

Patented Feb. 4, 1919.

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To all whom it may concern:

Be it known that I, HERBERT C. JARVIS, a citizen of the United States, and resident of Renton, King county, State of Washington, have invented certain new and useful Improvements in Coupling Devices for Railway-Cars, of which the following is a specification.

My invention relates to coupling devices for cars and particularly to the design and construction of certain parts of the coupling mechanism whereby the car may be coupled at will to cars having the standard height of coupling or to others having a different height of coupling.

The object of my invention is to provide coupling means for cars which are used in certain special lines of service, such for instance as logging, whereby the cars may be conveniently incorporated in the ordinary trains of standard railroads and also with cars of special construction designed for use on industrial roads, such as logging railroads, whereby these cars may be interchanged between these roads without interfering with the convenient use in the same trains of the equipment which is special to each.

The features of this device which I deem to be new and upon which I desire a patent will be hereinafter described and then pointed out in the claims.

In the accompanying drawings I have shown my device in the form of construction now most preferred by me.

Figure 1 is a vertical longitudinal section through an end portion of the frame of a car having my device installed therein.

Fig. 2 is a plan view of the same with parts in section.

Fig. 3 is an end elevation with the draw bar in cross section.

Fig. 4 is a perspective of the draw bar partly in broken section, and

Fig. 5 is a perspective view of the carry iron.

In the practice of logging by railroad, the private roads which are logging roads alone, often employ special trucks upon which the coupling means are often placed at a lower level than that which is standard upon the railroads which are public carriers.

So long as the equipment used upon this road is limited to such special equipment and

it is not attempted to operate standard equipment in the same trains with this special equipment, the difficulty in mind does not occur. It is, however, often desirable to have standard railroad cars which may be readily interchanged and which may, without trouble, be operated in the same train with the special trucks referred to, in which the height of coupler is lower than that in standard railroad equipment. The manner in which I have secured this result is as follows.

6, 6, represent two sills which form part of the longitudinal framing of the cars and to which the draft connection is made. As illustrated, the draw bar 1 is connected with these sills through springs 5 which are interposed between a front follower 40 and a rear follower 41 which centrally are embraced by a yoke 4 which is secured to the draw bar. The ends of the followers 40 and 41, are guided in and restrained to a limited movement by guide bars and stops 50 which are secured to the sills 6.

The draw bar 1 toward its forward end has a webbed extension 10 at its lower side and two coupler pockets 11 and 12, the upper one, 11, being at the standard height for main roads and the lower, 12, being at the standard height for the logging trucks. A coupler 3 with a short shank 30 may be used in either of the pockets.

The horizontal webs of these pockets have holes 13 for the reception of a coupling pin 32. The end sill 60 of the car has a striking casting 61 secured thereto which has a face 62 cooperating with the striking horn 15 of the draw bar to form bumpers or limiting stops.

The carry iron 2 used with this draw bar is also of special construction. Its carrying section 21 is dropped down to pass under the rib 10. It has the side arms 20 which enter between the faces of the sills 6. The upper ends of these arms 20 have projecting lugs or webs 23 forming stops limiting the side swing of the draw bar, and like lugs 24 engage the bottom web extension 10. The carry iron is secured by the bolting or horizontally extending lugs 22 to the bottom flanges of the sills 6.

With the special draw bar and carry iron shown, together with the short-shank coupler, it is a simple matter to adjust either end of a car for coupling, either to a standard car or to a special logging car. It is,

therefore, possible to use cars so equipped for service on main line roads without preventing their being used on the private logging roads and coupled to the special logging trucks. Without such an expedient such cars could not be operated in the same train with these trucks.

What I claim as my invention is:

1. A coupling device for cars comprising
10 a draw bar having superposed pockets in its outer end, and having a vertical rib in the rear of the lower pocket and beneath the body of the draw bar and a relatively deep carry iron underlying said rib.

2. A coupling device for cars comprising 15
a draw bar having superposed pockets in its outer end, the uppermost of which lies in substantial alinement with the body of the draw bar, a rib of inverted T-shape lying beneath the body of the draw bar and in the 20
rear of the lower pocket, and a carry iron of general U-shape, the horizontal portion of which underlies the horizontal portion of said T-shaped rib and over which said T-shaped rib slides. 25

Signed at Seattle, Washington, this 22d
day of August, 1917.

HERBERT C. JARVIS