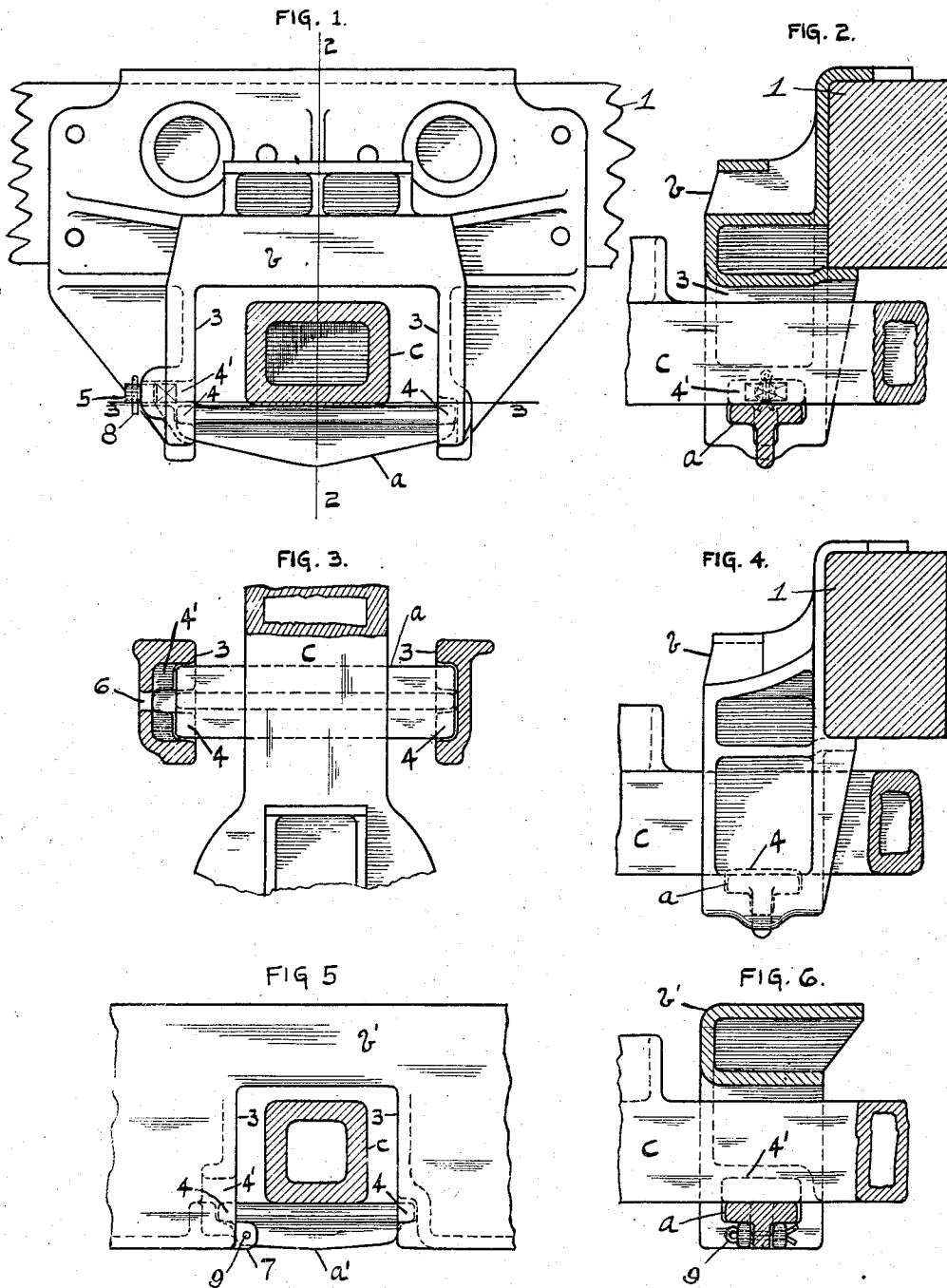


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COUPLING CARRY IRON.
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982,005.

Patented Jan. 17, 1911.



Witnesses: William W. Hale
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COUPLING CARRY-IRON.

982,005.

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To all whom it may concern:

Be it known that I, FREDERICK KAREL, residing in the borough of Manhattan, in the city, county, and State of New York, have invented certain new and useful Improvements in Coupler Carry-Irons, of which the following is a specification.

My invention relates to the carry iron or support for the coupler shank or draw bar of a railroad car or locomotive engine draft gear, and has for its object to maintain the coupler at its normal height from the rails and to facilitate the disconnection of the draw bar carry iron when it is desired to drop the coupler.

A common method of supporting the draw bar or coupler shank of a railroad car or locomotive engine, is by applying a rolled or wrought iron bar transversely and spanning the draft timbers or equivalent members formed on the dead-block or end sill of a railroad car or locomotive engine, and securing it thereto by vertically arranged bolts, the nuts of which constantly work loose and thereby cause a lowering of the coupler. This objectionable feature is entirely eliminated from the present invention which is not dependent upon threaded fastening members such as would be caused to work loose by the constant vibration to which they are subjected when in use.

For a full understanding of the invention reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a front elevation of a dead-block and carry iron constructed in accordance with the invention. Fig. 2 is a vertical longitudinal sectional view taken on the line 2—2 of Fig. 1. Fig. 3 is a horizontal sectional view on the line 3—3 of Fig. 1, the draw bar being shown in plan and partly broken away. Fig. 4 is a side elevation of the device. Fig. 5 is a front elevation showing a modified form of the invention, and Fig. 6 is a vertical longitudinal sectional view through the said modified form of the invention.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawing by the same reference characters.

Referring to the drawings, the numeral 1 designates the end sill of a car, and *b* a dead-block which is applied to the said end sill at substantially the central portion thereof.

Projecting downwardly from this dead-block are the spaced and parallel arms 3 between which the coupler shank or draw bar *c* is received. The adjacent faces of these arms 3 are provided at the lower ends thereof with the recesses 4 within which the extremities of the carry iron *a* are received. This carry iron *a* may be formed of any suitable material and is shown as having a substantially T shaped cross section. The coupler shank or draw bar *c* rests freely upon the carry iron *a* and the ends of the said carry iron rest upon shoulders formed at the lower ends of the recesses or pockets 4. One of the arms 3 is formed with a second pocket 4' which is located immediately above the pocket 4 and is somewhat deeper than the same.

When it is desired to remove the carry iron *a*, one end thereof is lifted into the deeper pocket 4' and the carry iron then shifted laterally until the opposite end thereof is disengaged from the pocket 4 in the other arm 3. By reversing this operation the carry iron can be placed in position after it has been removed.

For the purpose of holding the carry iron against accidental displacement, a bolt or pin 5 is utilized which is inserted through an opening 6 at the base of the pocket 4', the head of the said bolt fitting in the said pocket so as to prevent the longitudinal movement of the carry iron which would be necessary to displace the same. As indicated in Fig. 1, a cotter pin may be inserted through the opening in the projecting end of the bolt 5 for retaining the said bolt in position.

A slightly modified form of the invention is shown in Figs. 5 and 6 in which the reference character *b'* designates the dead-block, the said dead-block being formed with the arms 3 which are provided with the recesses 4 and the recess 4' as in the previous instance. The carry iron *a'* is placed in position and removed therefrom in the same manner as previously described, but a different means is utilized for locking the carry iron against accidental displacement. A perforated lug 7 projects from the lower end of one of the arms 3 and is adapted to receive a cotter pin or similar member 9 which also passes through an opening in the carry iron, it being remembered that the said carry iron preferably has a T shaped cross section. When this cotter pin is in position, the carry

iron is held securely against displacement, but by withdrawing the cotter pin, the carry iron can be quickly removed.

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

1. In a device of the character described, the combination of a dead-block formed with a pair of downwardly extending arms adapted to receive the coupler shank between them and having recesses in the adjacent faces thereof, shoulders being formed at the lower ends of the said recesses and one of the arms being formed immediately adjacent one of the said recesses with a second deeper recess, and a carry iron connecting the arms and resting upon the shoulders at the lower ends of the first mentioned recesses, the said carry iron being removable by moving one end thereof into the second mentioned deeper recess and then shifting the carry iron longitudinally.

2. In a device of the character described, the combination of a dead-block formed with a pair of downwardly extending arms adapted to receive the coupler shank between them and having recesses in the adjacent faces thereof, shoulders being formed at the lower ends of the recesses and one of the arms being formed immediately adjacent one of the said recesses with a second and deeper recess, and a carry iron connecting the arms and resting upon the said shoulders at the lower ends of the first

mentioned recesses, the said carry iron being removable by moving one end thereof into the second mentioned deeper recess and then shifting the carry iron longitudinally, the weight of the coupling shank upon the carry iron normally tending to prevent the same from being accidentally moved into the second mentioned deeper recess.

3. In a device of the character described, the combination of a dead-block formed with a pair of downwardly extending arms adapted to receive the coupler shank between them and having recesses in the adjacent faces thereof, shoulders being formed at the lower ends of the recesses and one of the arms being formed immediately adjacent one of the said recesses with a second and deeper recess, a carry iron connecting the arms and resting upon the said shoulders at the lower ends of the first mentioned recesses, the said carry iron being removable by moving one end thereof into the second mentioned deeper recess and then shifting the carry iron longitudinally, and a member applied to the dead-block and formed with a head adapted to fit within the second mentioned deeper recess to prevent the longitudinal movement of the carry iron necessary to displace the same.

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Witnesses:

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