

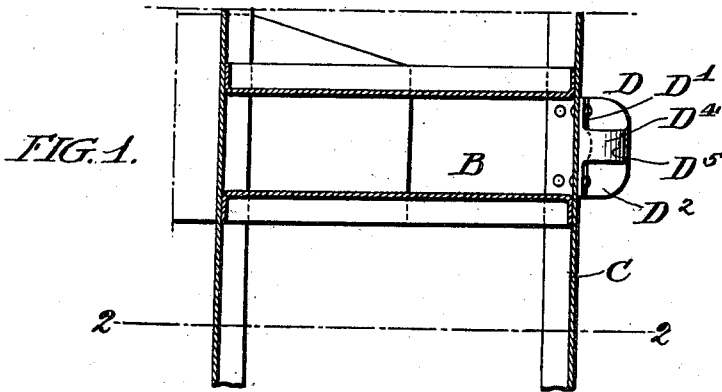
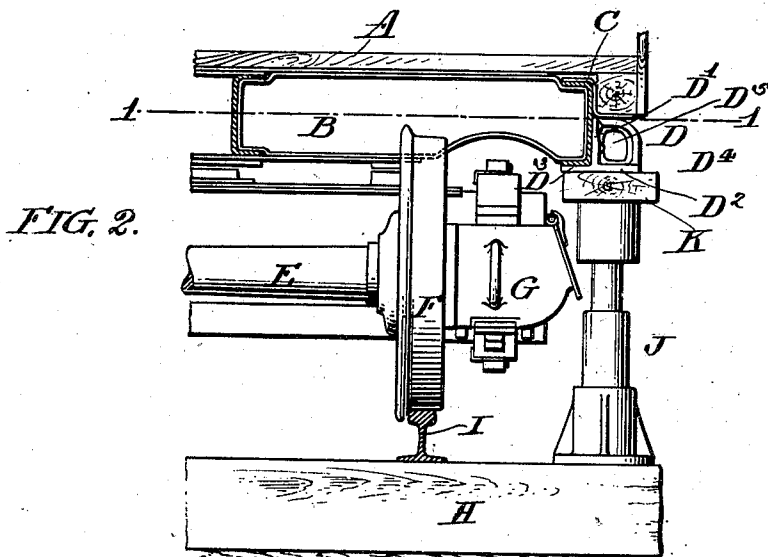
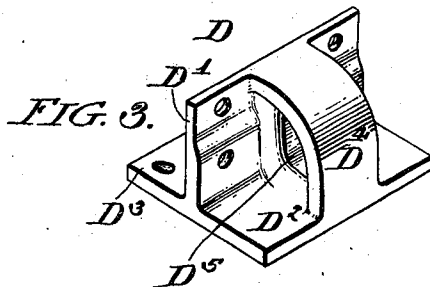
No. 728,212.

PATENTED MAY 19, 1903.

U. S. DRAYER.
ROPING IRON FOR RAILROAD CARS.

APPLICATION FILED FEB. 4, 1903.

NO MODEL.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ULYSSES S. DRAYER, OF ALTOONA, PENNSYLVANIA.

ROPING-IRON FOR RAILROAD-CARS.

SPECIFICATION forming part of Letters Patent No. 728,212, dated May 19, 1903.

Application filed February 4, 1903. Serial No. 141,839. (No model.)

To all whom it may concern:

Be it known that I, ULYSSES S. DRAYER, a citizen of the United States of America, residing in Altoona, in the county of Blair and State of Pennsylvania, have invented a certain new and useful Improvement in Roping-Irons for Railroad-Cars, of which the following is a true and exact description, reference being had to the accompanying drawings, which form a part thereof.

My invention relates to the construction and application of what are known as "roping-irons," my object being to provide a casting or forging which will be well adapted to facilitate the handling of the cars by what is known as "roping" or "poling" and which will also lend itself to the handling of the cars by jacks or such extemporaneous means as have to be used in case of wrecks or breakdown.

The nature of my improvements will be best understood as described in connection with the drawings, in which they are illustrated, and in which—

Figure 1 is a plan view of a portion of the framing of the car, taken as on the line 1 1 of Fig. 2. Fig. 2 is an elevation taken as on the line 2 2 of Fig. 1 and showing also a portion of the truck in place beneath the car, and Fig. 3 is a perspective view of the roping-iron itself.

A indicates the flooring of the car; B, one of the transverse bolsters; C, one of the side sills of the car; D, my new roping-iron, shown as constituting, in effect, an extension of the bolster B.

E is one of the axles of the truck; F, a wheel secured thereto; G, the axle-box; H, a tie; I, a rail; J, a jack, shown in position beneath the roping-iron or bolster extension, and K a distance-piece, shown as intervening between the jack and the said bolster extension.

The roping-iron, as best shown in Fig. 3, is formed with an upwardly-extending standard D', merging at bottom into a flanged base D² D³, the standard D' and the flange D² being connected also by a strong web extension D⁴, in which is formed a perforation D⁵.

The roping-iron D is by preference secured in position on the end of the bolster, its standard D' abutting against the end of the bolster and its flange D³ extending below and in contact with the under side of the bolster, these abutting parts being secured to the bolster by rivets, and the flange D², together with the web D⁴, extending out from and forming, in effect, an extension of the bolster.

It is well known that car-bolsters, such as B, constitute, in effect, the strongest part of the car-framing, and it will be recognized that they are therefore the best adapted to stand the strains incident to the roping or poling of the cars and also the strains due to jacking up or otherwise elevating the car-body, and it will therefore be obvious that by securing my roping-iron so as to form, in effect, an extension of the bolster I place it where it is best adapted for use in any of the emergencies in which its use becomes imperative or advisable.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. As a new article of manufacture, a roping-iron for railroad-cars having a vertical standard D', a flanged base D², D³, from which the standard extends, and a web portion D⁴, connecting the standard and outwardly-extending flange D², and formed with a perforation D⁵.

2. In a railroad-car, the combination with a bolster forming part of the framing of the car of a roping-iron, secured on the end of said bolster and forming a longitudinal extension thereof.

3. In a railroad-car, the combination with a bolster forming part of the framing of the car of a roping-iron having a standard D', a flanged base D², D³, and a perforated web D⁴, said roping-iron being secured on the end of the bolster to form an extension thereof.

ULYSSES S. DRAYER.

Witnesses:

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