

R. M. C. PARKER.

Car-Frames.

No. 134,701.

Patented Jan. 7, 1873.

FIG. 1.

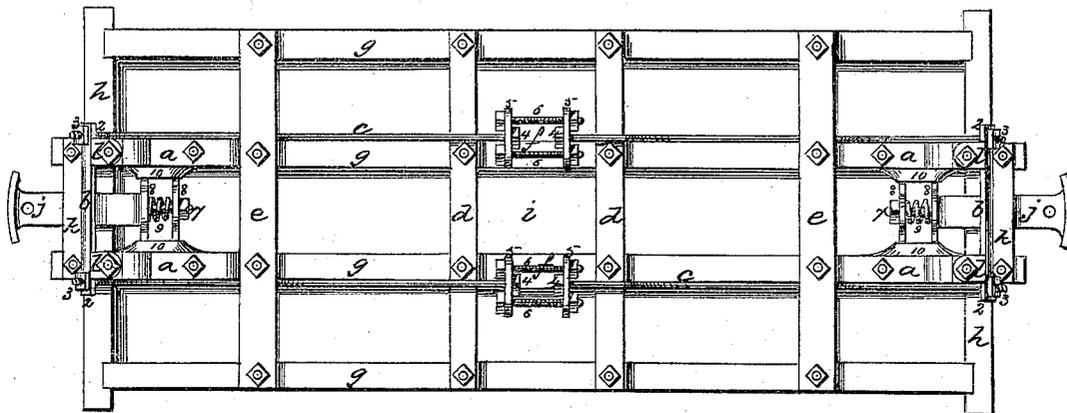


FIG. 2.

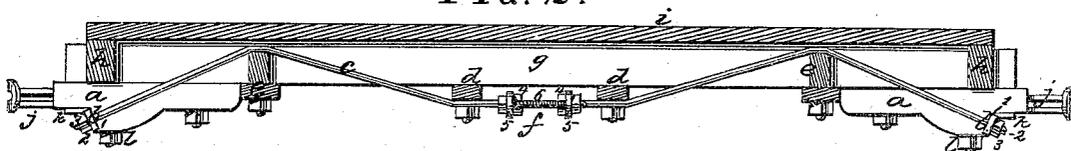
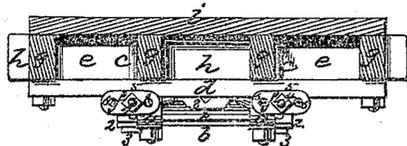


FIG. 3.



Witnesses

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# UNITED STATES PATENT OFFICE.

RICHARD M. C. PARKER, OF MEMPHIS, TENNESSEE.

## IMPROVEMENT IN CAR-FRAMES.

Specification forming part of Letters Patent No. 134,701, dated January 7, 1873.

*To all whom it may concern:*

Be it known that I, RICHARD M. C. PARKER, of Memphis, in the county of Shelby and State of Tennessee, have invented a certain Improvement in Car-Frames, of which the following is a specification:

### *Nature and Objects of the Invention.*

This invention consists in the employment or use of two or more "pulling and truss rods" passing over the bolsters and under central truss-beams, and attached to bars or plates in front of the draw-head timbers. The primary object of the invention is to furnish longitudinal and vertical support to the draw-head timbers, and to the center of the car. The rods are made in sections, united by adjusting-links so as to be applicable to any car, and to facilitate their application, and to assist in tightening or straining the rods, as hereinafter set forth.

### *Description of the Drawing.*

Figure 1 is an under-side view of the bottom or body frame of a railway car illustrating this invention. Fig. 2 is a side view of the same, partly in section. Fig. 3 is a central transverse section thereof.

### *General Description.*

In carrying out this invention, the improvement may be applied to any ordinary car-frame, the draw-head timbers *a* being constructed or furnished with downward projections forming inclined shoulders 1 beneath the timbers at their front ends. On these shoulders are applied transverse bars or plates, *b*, with projecting perforated ends 2, which receive the ends of longitudinal rods *c* and screw-nuts 3, or their equivalents, thereon. The object of these rods is to support the draw-head

timbers, and also the center of the car, in a superior manner. The rods extend from beneath truss-beams *d* in the center, over the bolsters or bolster timbers *e*, and thence to the end plates *b*. They thus distribute the vertical support of the bolsters, and at the same time give longitudinal support to the draw-head timbers, and greater rigidity and strength to the entire structure, serving especially to prevent and correct the loosening of joints by shrinkage and jar.

To adapt these rods to different frames, and to facilitate their application, each rod is made in two sections, furnished at their inner ends with heads or nuts 4, which are embraced by adjusting-links *f*, between the truss-beams. These links are composed of perforated end plates or heads, 5, and pairs of long-threaded screw-bolts, 6. This provision serves also to facilitate tightening or straining the rods. In some instances, as in the manufacture of new frames embodying this invention, the rods may be continuous, the end nuts 3 serving to strain the same; or a different form of link may be adopted; or the rods may each be made in three or more sections for long cars; or more than two rods of either form may be employed. *ll* represent plates bolted to the draw-head timbers to support the end plates *b*.

### *Claim.*

The following is claimed as new:

The pulling and truss rods *c* and their end plates *b*, with or without the adjusting-links *f*, applied to a car-frame, substantially as herein described, to support the draw-head timbers and the center of the car, as set forth.

RICHARD M. C. PARKER.

Witnesses:

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