A. W. WEIKERT.

CAR-BUMPER.

No. 192,039. Patented June 12, 1877.

Fig 1.

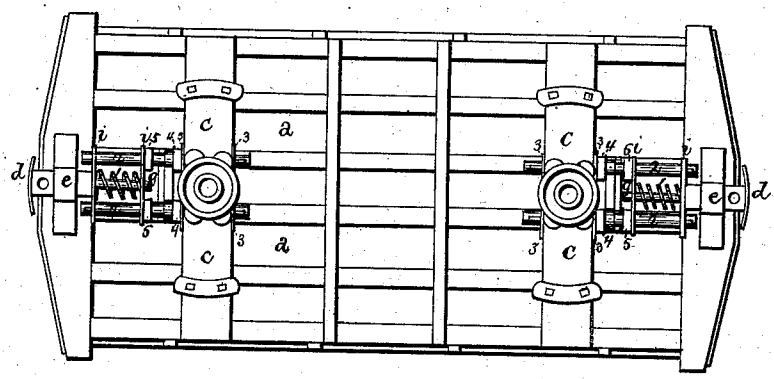
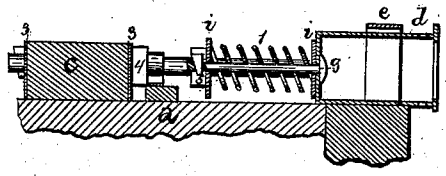


Fig 2



WITNESSES

Wm. Garner.

Albert J. de Geyk

INVENTOR.

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UNITED STATES PATENT OFFICE.

ALVIN W. WEIKERT, OF HARRISBURG, PENNSYLVANIA.

IMPROVEMENT IN CAR-BUMPERS.

Specification forming part of Letters Patent No. **192,039**, dated June 12, 1877; application filed April 21, 1877.

To all whom it may concern:

Be it known that I, ALVIN W. WEIKERT, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Car Couplings and Bumpers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in Draft-Irons for Cars; and it consists in the arrangement and combination of parts that will be more fully described hereinafter, whereby the draft-irons are fastened directly to the bolster of the car instead of the stringers, and whereby all bolts and other such fastenings that are driven into the body of the car are entirely dispensed with.

The accompanying drawings represent my invention.

a represents the body of the car, and *c* the bolster. The draw-head *d* may be of any suitable construction, and is supported in position by means of the stirrup or band *e*. The two bolts or spikes that hold this stirrup to the car are the only ones that are used about my whole device. Passing through the rear end of the head *d* is the headed rod or bolt *g*, which passes back through the two sliding plates *i*, and which has a key passed through its rear end to keep it from pulling out, and a spiral spring, 1, passed around it, between the two plates *i*. These two plates *i* move back and forth on the two draft-irons 2, which have their rear ends passed back through the bolster *c*, and keyed so that they cannot come out. On each edge of the bolster, and passing over the rods or draft-irons, is an iron plate, 3, which braces and strengthens the bolster, so as to make it stronger than when pierced for the rods or draft-irons. The draft-irons have the nuts or stops 4 made or placed on them, so as to bear against the front edge of the bolster, and thus hold the draft-irons rigidly in position. At a suitable distance in front of these stops 4 are two other stops, 5, against which the rear plate *i* bears. Through the front ends of the draft-irons are passed keys, which serve as stops to the front plate. Thus it will be seen that these draft-irons are fastened entirely to the bolster and not to the stringers, and that no bolts are driven into the body of the car except the two that hold the stirrup.

Having thus described my invention, I claim—

The combination of the draw-head *d*, having the bolt *g* projecting from its rear end, two sliding plates, *i*, having the spring 1 placed between them, and draft-irons 2, that are fastened directly to the bolster, the various parts being secured together by means of keys, and adapted to operate substantially as shown and described.

In testimony that I claim the foregoing I have hereunto set my hand this 2d day of April, 1877.

ALVIN W. WEIKERT.

Witnesses:

CHARLES WALLERTON,

E. O. DARE.