(No Model.)

S. M. BEERY.

CAR PLATFORM.

No. 303,108. Patented Aug. 5, 1884.

Fig. 1.

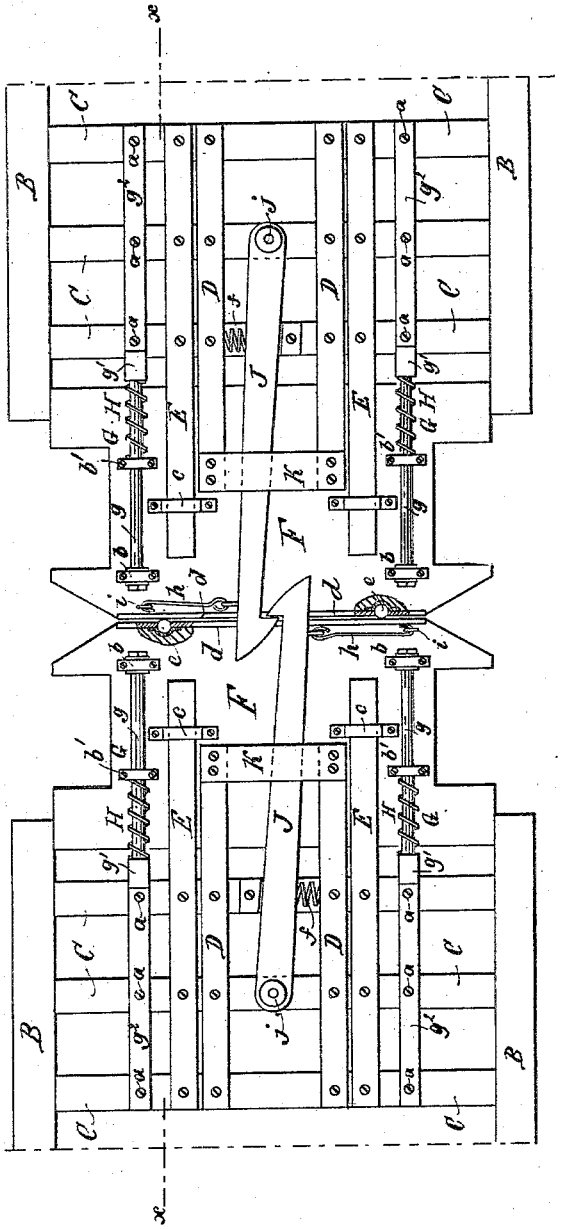
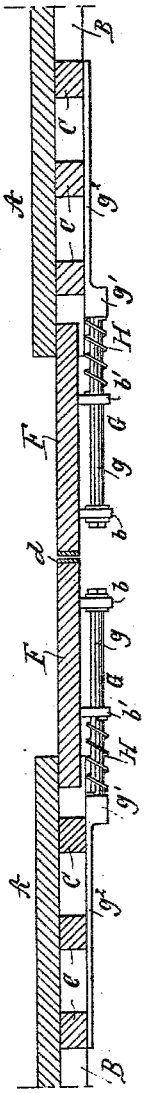


Fig. 2.



WITNESSES:

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SAMUEL M. BEERY, OF OMAHA, NEBRASKA.

CAR-PLATFORM.

SPECIFICATION forming part of Letters Patent No. 303,108, dated August 5, 1884.

Application filed June 17, 1884. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL M. BEERY, of Omaha, in the county of Douglas and State of Nebraska, have invented a new and Improved Sliding Platform for Railroad-Cars, of which the following is a full, clear, and exact description.

This invention relates to certain improvements in my new and improved platform for railroad-cars shown and described in Letters Patent No. 290,516, which were granted to me December 18, 1883; and my present invention consists, principally, in providing the frame of the cars with extra parallel bars for supporting and adding strength to the sliding platform.

The invention also consists of the special construction of the supporting-rods on which the springs are placed; also, of the construction, arrangement, and combination of parts, all as hereinafter described and set forth in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is an inverted plan view of the ends of the bottoms of two railroad-cars having my improved sliding platforms applied thereto; and Fig. 2 is a sectional elevation of the same, taken on the line *x x* of Fig. 1.

The bottom boards, A A, edge timbers or sills, B B, cross-timbers C C, parallel bars D D, and sliding platforms F F are of substantially the same construction as shown and described in the above-mentioned patent.

In addition to the bars D D, I provide also the parallel bars E E, which, together with the said bars D D and the rods G G, support the platforms F.

The rods G G, instead of being made plain, as in the above-mentioned patent, are made round at their forward ends, as shown at *g*, and they are formed with the shoulders *g'* in the center, and are flattened at their rear ends, back of the shoulders *g'*, as shown at g^2, through which flattened portions the screw-bolts *a a* pass for securing the rods to the under surfaces of the cross-timbers C, as shown clearly in the drawings. The platforms F are secured to the round portions *g* of the rods G by the cleats or boxes *b b'*, and upon the rods G, between the shoulders *g'* and the rear boxes, *b'*, are placed the coiled springs H H, which act to force the platforms F forward upon the rods G. The platforms F are secured to the parallel bars E by the cleats *e e*, as shown in Fig. 1, which are loose upon the bars, so as not to interfere with the free back and forward movements of the platforms F. The outer edges of the platforms F are faced with the plates *d d*, of metal, and provided with the friction-balls *e e*, the same as in the said patent.

Between the parallel bars D D are placed the draw-heads J J, which are pivoted at *j j*, and held upon the cross-plates K K, secured to the outer ends of the bars D D. The draw-heads of the two cars are forced toward each other by the coiled springs *f f*, and they are held from being forced too far by the links or hooks *h h*, attached to the draw-heads, and hooked into the staples *i i*, as shown clearly in Fig. 1.

The platforms F are adapted to slide backward upon the rods G G, against the tension of the springs H H, a distance of three inches, or thereabout, which permits the cars to couple and pass freely around curves in the railroad; and, owing to the action of the springs and the sliding movement of the platforms, the space between the adjacent edges of the platforms is kept entirely closed when the cars are coupled.

Another advantage of the sliding spring-platforms is that they secure easy starting and stopping of the train without bumping, thereby diminishing the wear and tear on the cars and locomotive; and the spring-platforms act also to reduce the force of concussion in case of collisions, thus obviating a large portion of the damage to life and property.

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

1. The combination, with the sliding platforms F, rods G, springs H, and parallel bars D, of the parallel bars E, arranged substantially as and for the purposes set forth.

2. The rods G, formed with the round portions *g*, shoulders *g'*, and flat portions g^2, by which latter they are secured to the cross-timbers C, substantially as described.

SAMUEL M. BEERY.

Witnesses:

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