(No Model.)

T. L. McKEEN.

CARRYING IRON FOR CAR COUPLINGS.

No. 454,754. Patented June 23, 1891.

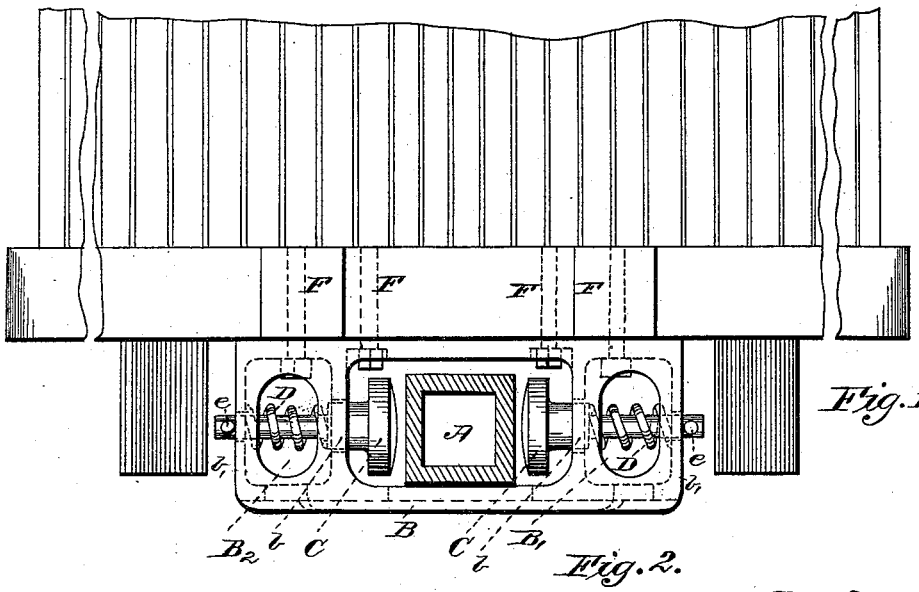
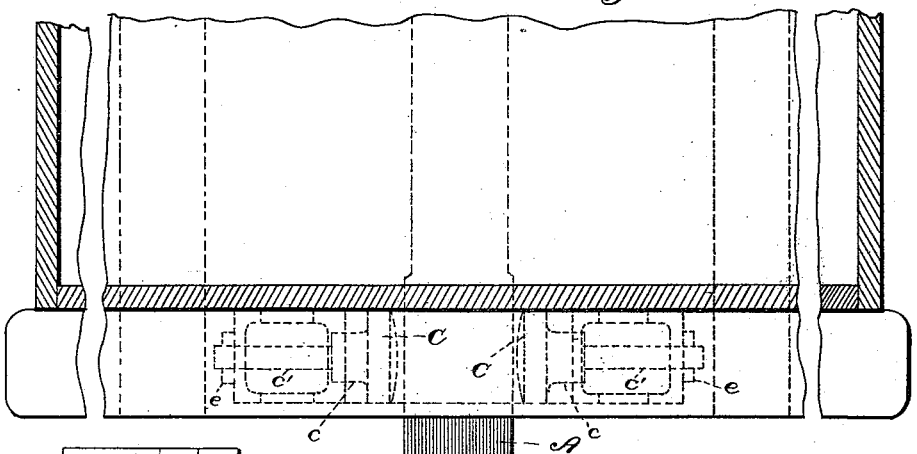


Fig. 1.

Fig. 2.



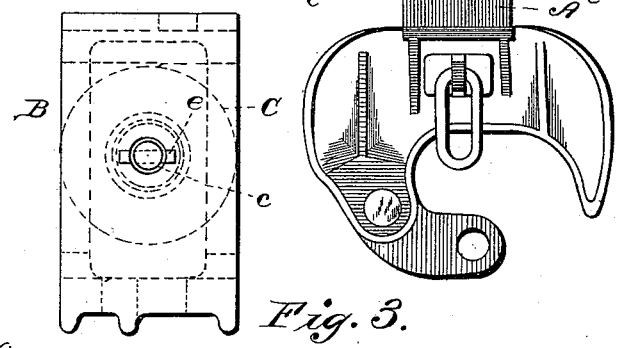


Fig. 3.

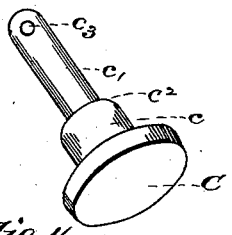


Fig. 4.

Witnesses
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UNITED STATES PATENT OFFICE.

THOMAS L. McKEEN, OF NEW YORK, N. Y., ASSIGNOR TO THE THURMOND CAR COUPLING COMPANY, OF WEST VIRGINIA.

CARRYING-IRON FOR CAR-COUPLINGS.

SPECIFICATION forming part of Letters Patent No. 454,754, dated June 23, 1891.

Application filed March 7, 1891. Serial No. 384,124. (No model.)

To all whom it may concern:

Be it known that I, THOMAS L. McKEEN, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Carrying-Irons for Car-Couplers; 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 appertains to make and use the same.

My invention relates to twin jaw-couplers, and is more especially adapted for use with those couplers known as the "Thurmond car-coupler" and others of the Janney type; and the object of my invention is to provide a carrying-iron which may give the draw-bar a suitable support, allow it sufficient lateral play when coupled, and keep the draw-heads in position for coupling when uncoupled. With couplings of the Janney type difficulty has been experienced in coupling cars together where the track has a sharp curve, and this is notably the case on the various switches in freight-yards or sidings, where most of the coupling is done, the reason for this difficulty being in the fact that the said cars having been uncoupled on the sharp curves, their couplers remain trending toward the center of the curve, and when a new car comes up with its coupler centered or inclined in the opposite direction the couplers fail to engage. Another difficulty experienced with the forms of carrying-irons most in use is that in going around sharp curves, especially when cars of unequal length are coupled together, the draw-bar acts as a lever and bears hard against the side of the carrying-iron, forcing the flange of the car-wheel against the rail. To meet the two requisites of lateral play and facility in coupling, I provide two spring-buffers, one on either side of the draw-bar and normally clear thereof, which tend to force the coupler back after it has been uncoupled in a curve near enough to the center line to allow another car to couple on readily, and also ease the strain on the draw-bar and car-wheels going around sharp curves.

Reference is had to the accompanying drawings, wherein the same parts are indicated by the same letters.

Figure 1 represents a front view of part of a car fitted with my improved carrying-iron, the draw-bar being shown in section. Fig. 2 represents a plan view of the same. Fig. 3 represents an end view of my improved carrying-iron. Fig. 4 represents a perspective view of one of my side buffers detached.

A represents the draw-bar.

B represents the carrying-iron having outer walls b' and inner vertical walls b, separating it into three chambers. The central chamber B′ is large enough to admit the draw-bar A and the buffers C, which are clear of the draw-bar when the latter is in the central position, as shown. The two outer chambers B^2 contain the springs D. The walls b and b' are perforated for the corresponding parts c and c' of the buffer C. The spiral spring D is made somewhat less in exterior diameter han the shoulder c^2 of the buffer C, and is held under tension between the said shoulder and the wall b'. The pin e in the hole c^3 prevents the buffer from being pushed too far into the chamber B′. The carrying-iron is firmly secured to the car by bolts F. It will be seen that when the draw-bars are in the normal or central position the buffers C are not in contact therewith, and consequently there is no wear and tear on the draw-bar or on the springs D; but when the cars begin to go round a curve the draw-bar presses against one of the buffers, and the spring eases the shock and the strain both on the draw-bars and the car-wheels. Moreover, when a car is uncoupled with its draw-bar drawn toward one side, as in a curve, the spring-buffer on that side will at once restore the draw-head sufficiently near to the central position to allow another car to be coupled on without difficulty.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

In a carrying-iron for twin jaw-couplers, the combination, with a metal frame bolted to the car and having walls *b* and *b'*, of the buffers C, sliding within those walls and held at a greater distance from each other than the diameter of the draw-bar between them, the spiral spring D, and the pin *e*, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS L. McKEEN.

Witnesses:
T. W. GETMAN,
M. C. HASCALL.