(No Model.)

C. H. LASSERRE.

TRUSS ROD AND DRAW BAR FOR CARS.

No. 457,957. Patented Aug. 18 1891.

Fig. 1.

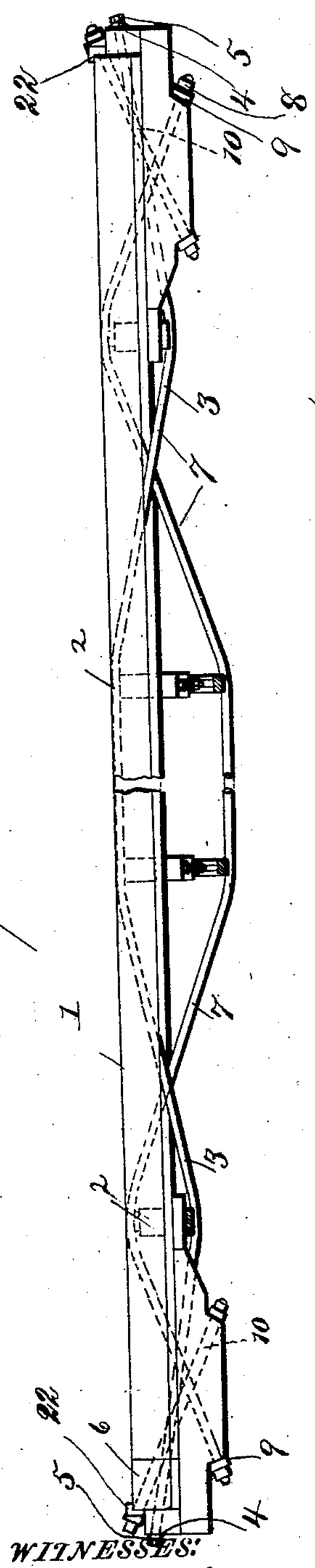

Fig. 2.

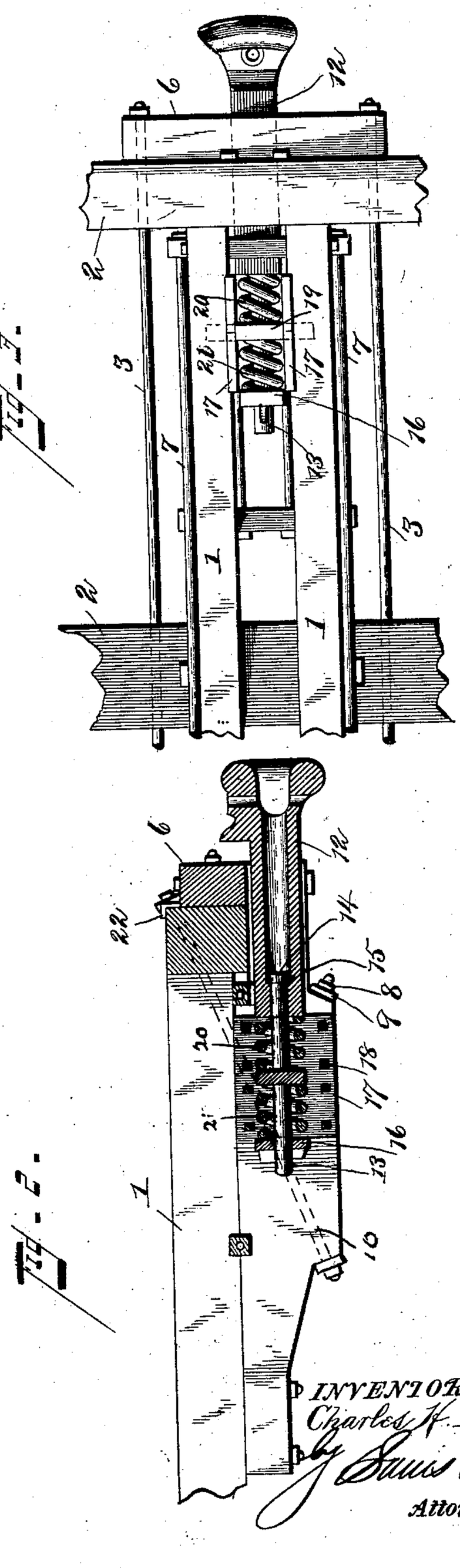

Fig. 3.

WITNESSES:
F. L. Ourand
W. L. Coombs

INVENTOR:
Charles H. Lasserre,
by Sims Dagger & Co,
Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES HENRY LASSERRE, OF FERNANDINA, FLORIDA, ASSIGNOR TO HENRY R. DUVAL, OF ISLIP, NEW YORK, JOHN A. HENDERSON, OF TALLAHASSEE, AND DAVID E. MAXWELL, OF FERNANDINA, FLORIDA.

TRUSS-ROD AND DRAW-BAR FOR CARS.

SPECIFICATION forming part of Letters Patent No. 457,957, dated August 18, 1891.

Application filed March 14, 1891. Serial No. 385,073. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HENRY LASSERRE, a citizen of the United States, and a resident of Fernandina, in the county of Nassau and State of Florida, have invented certain new and useful Improvements in Truss-Rods and Draw-Bars for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in railway-cars.

The object of the invention is to provide an improved construction of truss-rods and draw-bars for railroad-cars, whereby there will be a continuous draft from end to end of the car, thereby providing a safer, stronger, and more durable structure.

The invention consists in the novel construction and combination of parts hereinafter more fully described, and specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a side elevation of the floor of a railroad-car, showing the improved truss-rod in position. Fig. 2 is a sectional view of the end of a car, showing my improvements applied thereto. Fig. 3 is a plan view of the same.

In the said drawings the reference-numeral 1 designates the horizontal floor-pieces of the car having the usual cross-pieces 2 and end transverse bars all securely connected together.

The numeral 3 denotes the ordinary truss-rod secured to the end pieces by means of nuts and washers 4 and 5. These bars or rods pass alternately over and under the cross-pieces 2. Securely bolted to the horizontal pieces 1 at each end of the car are plates or blocks 6. Through these blocks pass the ends of the truss-rods 7, which are secured by means of nuts and washers 8 and 9. These rods pass over and under the cross-pieces 2, similar to the rods 3. The said blocks are also secured by means of diagonal rods 10 passing therethrough and through the end transverse pieces.

The numeral 12 denotes the draw-bar having a central longitudinal bore, in which fits and works a rod 13, having a head 14, the said bar 12 having a shoulder 15, against which the head 14 abuts. The inner end of rod 13 has firmly secured to it a plate 16. Upon the inner sides of the horizontal pieces 1 are metal plates 17, being secured thereto by means of bolts 18. Passing through these plates and into the timbers of which said pieces 1 are composed is a transverse plate 19, having a central aperture through which the rod 13 passes. Intermediate of this plate 19 and the inner end of the draw-bar is a spiral spring 20, encircling the bar 13, a similar spring 21 being interposed between the said plate and the plate 16. The numeral 22 designates a plate secured to blocks 6, through which the inner end of the draw-bar passes.

From the above it will be seen that the car is not only secured, braced, and strengthened by means of the truss-rods 7, but they also, in connection with the diagonal rods 10, securely hold the parts carrying the draw-bar and its connections, preventing the same from being torn off by sudden shocks. It will also be noticed that the coiled springs 20 and 21 will take up the strain and shock caused by the starting and stopping of the cars, thus preventing any injury to the cars and discomfort to the passengers.

Having thus described my invention, what I claim is—

The combination, with the horizontal pieces, the end pieces, the blocks, and the truss and diagonal rods securing the same, of the draw-bar having a central bore, the headed rod working in said bar provided at its inner end with a plate, the plates secured to the inner side of the horizontal pieces, the transverse plate having a central aperture passing through said plates, and the coiled springs interposed between said transverse plate and the end of the draw-bar and the plate on the rod fitting in said draw-bar, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

CHARLES HENRY LASSERRE.

Witnesses:

THOS. R. MOORE,

JAMES T. O'NEILL.

Correction in Letters Patent No. 457,957.

It is hereby certified that Letters Patent No. 457,957, granted August 18, 1891, upon the application of Charles Henry Lasserre, of Fernandina Florida, for an improvement in "Truss-Rods and Draw-Bars for Cars," was erroneously issued to Henry R. Duval, John A. Henderson, and David E. Maxwell, as sole owners of the patent; that said Letters Patent should have been issued to said *Charles Henry Lasserre and Henry R. Duval, John A. Henderson and David E. Maxwell, jointly*, said Duval, Henderson, and Maxwell, being assignees of one-half interest only as shown by the record of assignments in this office; and that the proper correction has been made in the files and records of the case in the Patent Office, and should be read in the Letters Patent that the same may conform thereto.

Signed, countersigned, and sealed this 15th day of September, A. D. 1891.

[SEAL.]

CYRUS BUSSEY,
Assistant Secretary of the Interior.

Countersigned:

W. E. SIMONDS,
Commissioner of Patents.