(No Model.) 2 Sheets—Sheet 1.

W. CASE.

DRAFT IRON FOR RAILWAY CARS.

No. 570,980. Patented Nov. 10, 1896.

Fig. 1.

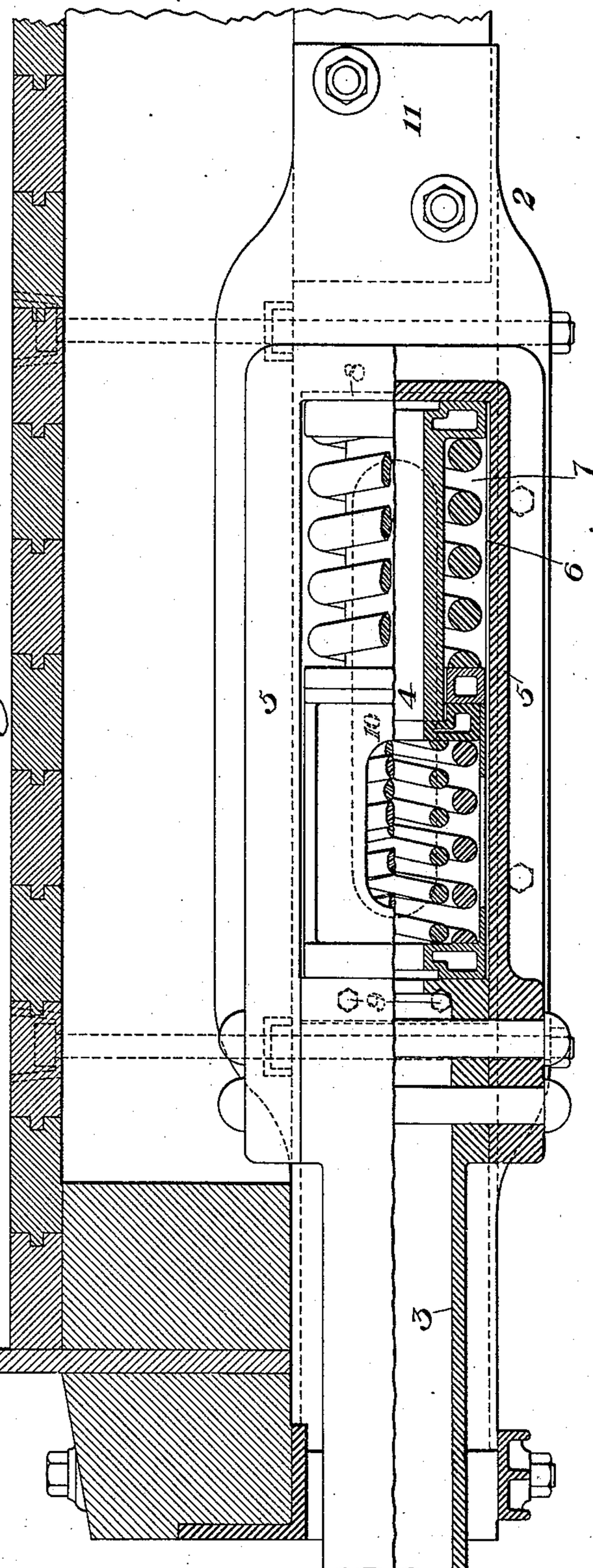
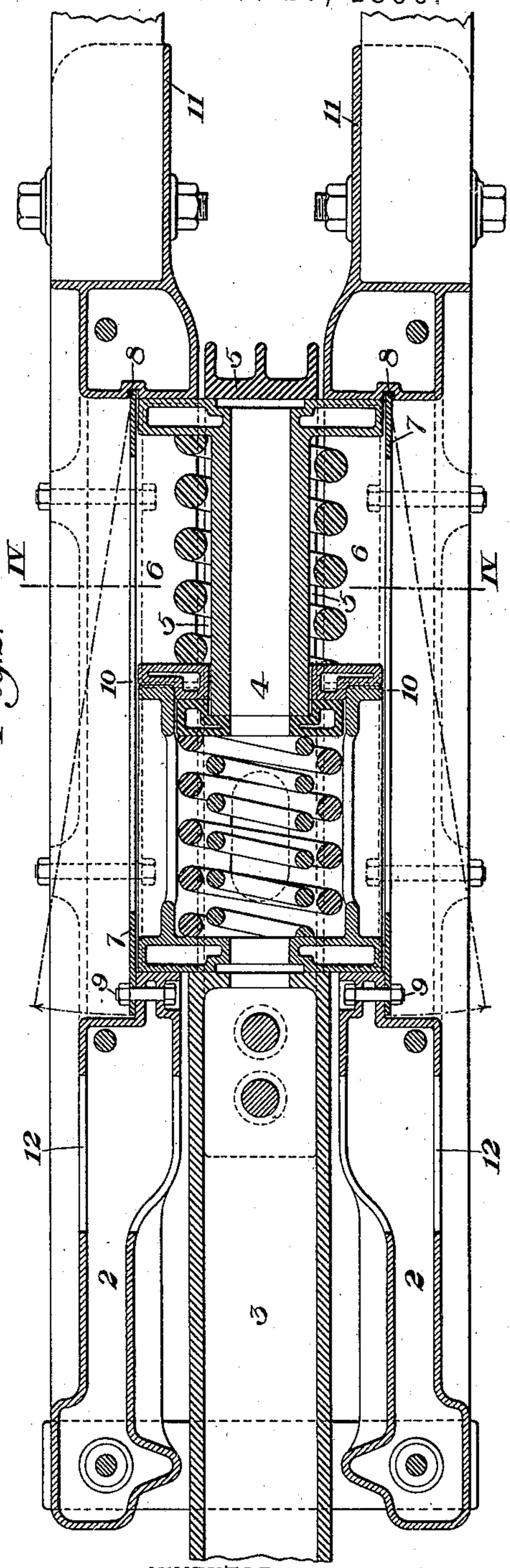


Fig. 2.



WITNESSES

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(No Model.) 2 Sheets—Sheet 2.

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DRAFT IRON FOR RAILWAY CARS.

No. 570,980. Patented Nov. 10, 1896.

Fig. 3.

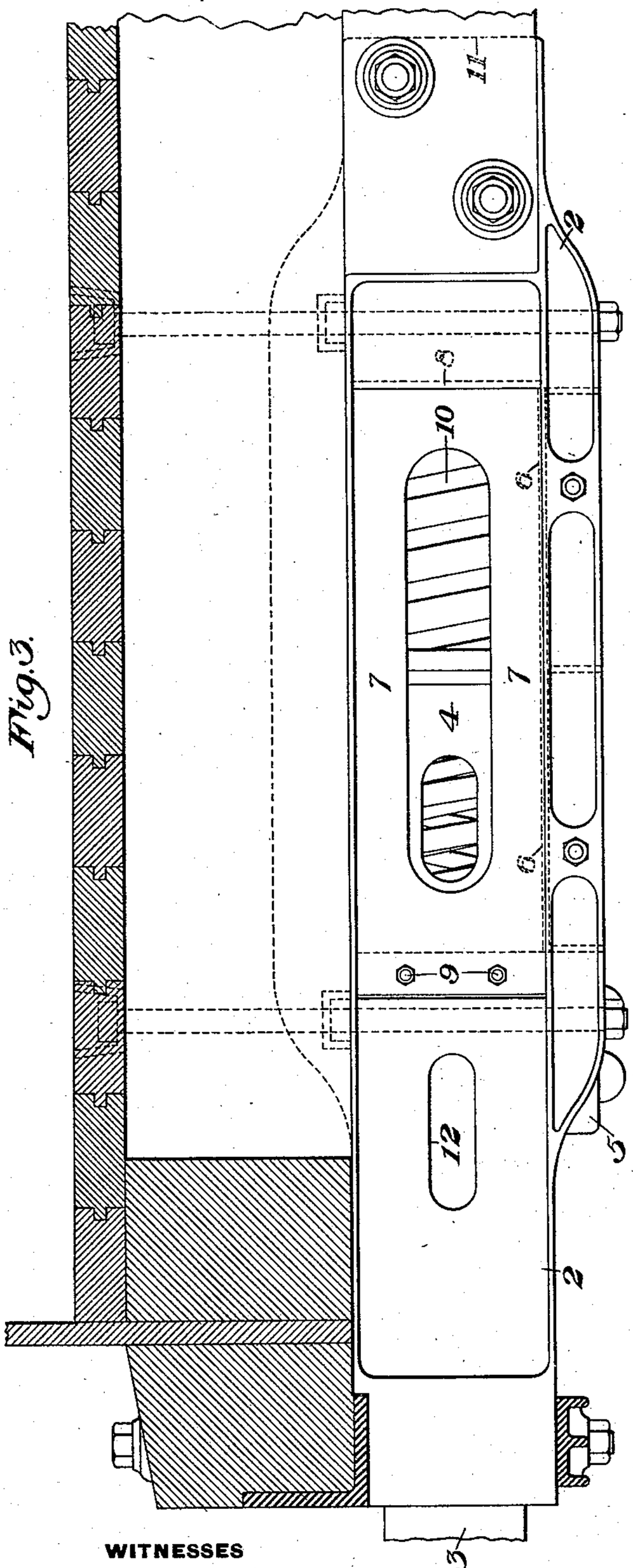
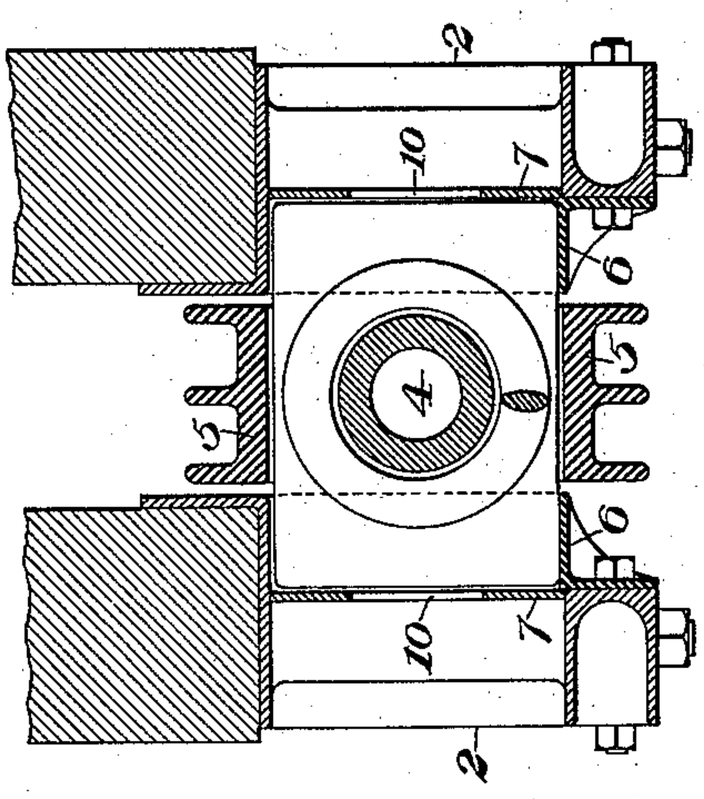


Fig. 4.



WITNESSES

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WILLIAM CASE, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO.

DRAFT-IRON FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 570,980, dated November 10, 1896.

Application filed April 23, 1896. Serial No. 588,726. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM CASE, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Draft-Irons for Railway-Cars, of which the following is a full, clear, and exact description.

Figure 1 is a side elevation, partly in section. Fig. 2 is a horizontal section. Fig. 3 is a side elevation showing the draft-iron and cap-plate in position, and Fig. 4 is a cross-section on the line IV IV of Fig. 2.

Heretofore when it has been desired to remove the draft-rigging springs and appliances from railway-cars considerable trouble has been experienced because of the necessity which has existed for first removing the draw-bar from between the draft-irons and then taking out the draft-rigging appliances vertically. Such operation, which is slow and laborious, is rendered unnecessary in the use of the draft-irons constructed in accordance with my invention, since they make it possible to remove the draft-rigging springs laterally from between the draft-irons without removing the draw-bar itself or detaching the strap therefrom. The advantages of such improvement will be appreciated by those familiar with railway practice, for draft-springs frequently break and the matter of their easy removal and replacement is of considerable importance.

My improved draft-rigging comprises draft-irons between which the springs and followers are set, one (or each) of the draft-irons having a lateral window, through which such springs, &c., can be removed, and a cover by which they are normally held therein.

In the drawings, 2 2 represent the draft-irons, which are applied to the draft-timbers of a railway-car and receive between them the draw-bar 3, draft-springs and followers 4, and strap 5, which extends from the tail of the draw-bar and incloses such springs and follower. The movable parts of the draft-rigging, namely, the springs and followers, are supported on guide-strips 6 on the inner faces of the irons, and directly opposite thereto the draft-irons are formed with openings in their sides, through which the springs and followers may be removed laterally. Normally the window of each iron is covered by a cap-plate 7, which at one end fits in a groove 8 at the end of the window and at the other end is held by bolts 9. The cap-plates close the windows and confine and guide the springs and followers laterally. They are preferably formed with openings 10 to permit the springs, &c., to be seen through the sides.

If it is desired to remove the draft-springs and followers, the workman, by any convenient means, supports the rear portion of the draw-bar and the strap, takes the cap-plate from one of the draft-irons, and removes the springs and followers laterally through the window from between the legs of the strap. If instead of a strap the draw-bar is fitted with a tail-bolt, such bolt must be detached before the springs and followers can be removed.

A novel feature of my invention consists in the manner of attachment of the draft-irons to the ends of the draft-timbers. Each iron has at its rear end a seat for the draft-timber open at the top and at one side and having walls 11, through which the bolts pass. If it is desired to remove the draft-iron, these bolts may be withdrawn and the draft-iron then dropped down from the timber without moving the latter.

My improved device is applicable to draft-springs and followers of many different types, and modifications in the construction of the draft-irons within the scope of the invention as stated in the claims may be made by those skilled in the art.

I claim—

1. The combination with a draft-rigging for cars, comprising a spring and spring-followers, of draft-irons set at the sides of the draft-rigging and fixed to the draft-timbers, said draft-irons being adapted to confine and guide the draft-rigging, and one of the draft-irons having a window in its side from which the spring mechanism of the draft-rigging is removable.

2. A draft-iron having a lateral window through which the spring mechanism of a draft-rigging is removable, and a removable cover for said window.

3. A draft-iron having a lateral window through which the spring mechanism of a

draft-rigging is removable, and a removable cover having an opening therein.

4. The draft-iron having at its end a seat for a draft-timber open at the top and at one side and having a wall at the bottom, and a wall at one side, adapted to fit against the draft-timber and to receive the bolts.

In testimony whereof I have hereunto set my hand.

WILLIAM CASE.

Witnesses:
THOMAS W. BAKEWELL,
CLAYTON MARK.