

No. 750,806.

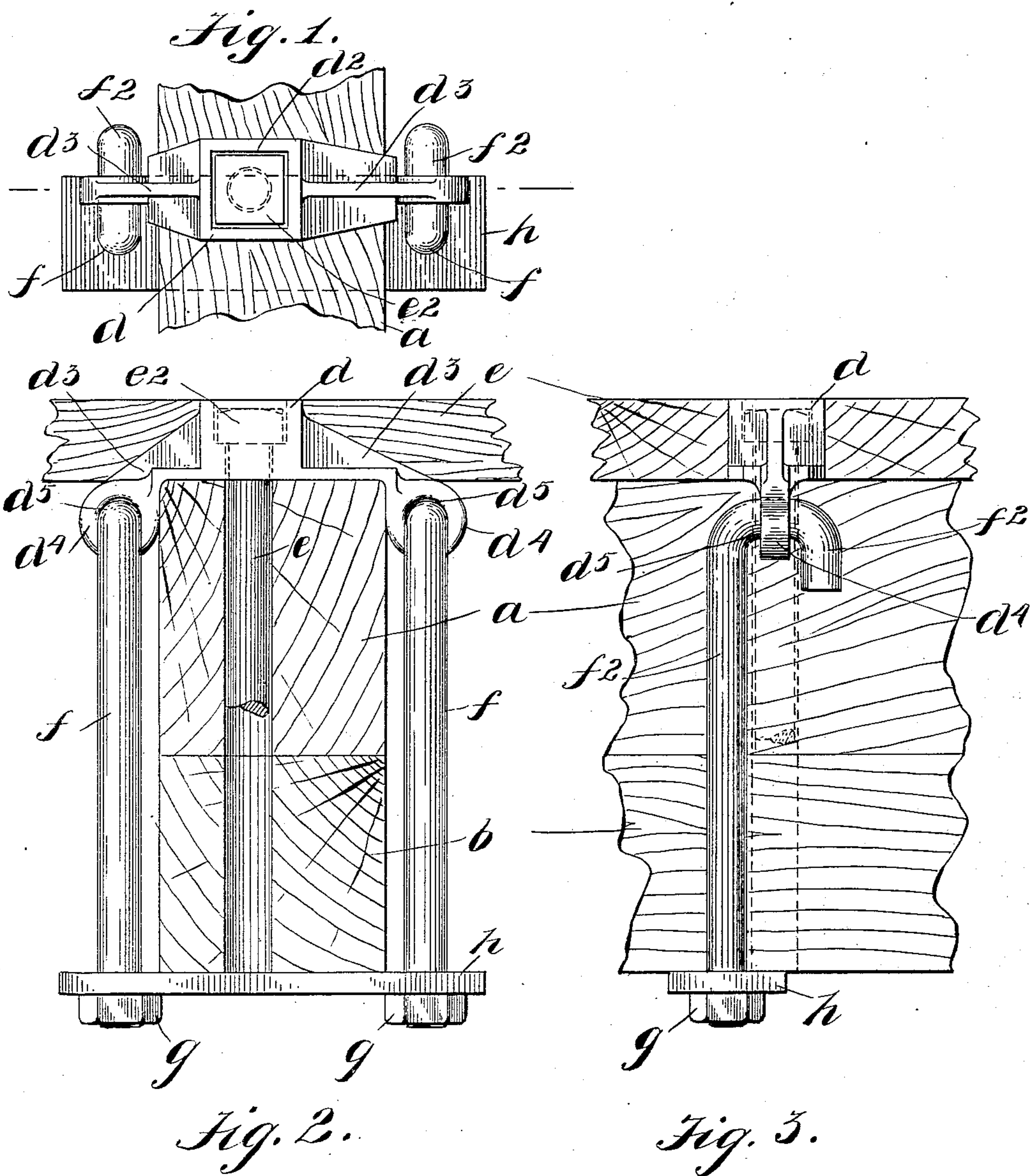
PATENTED FEB. 2, 1904.

L. T. CANFIELD.

CUP WASHER FOR USE IN THE CONSTRUCTION OF CARS.

APPLICATION FILED JUNE 9, 1903.

NO MODEL.



WITNESSES

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# UNITED STATES PATENT OFFICE.

LEWIS T. CANFIELD, OF NEW YORK, N. Y.

## CUP-WASHER FOR USE IN THE CONSTRUCTION OF CARS.

SPECIFICATION forming part of Letters Patent No. 750,806, dated February 2, 1904.

Application filed June 9, 1903. Serial No. 160,681. (No model.)

*To all whom it may concern:*

Be it known that I, LEWIS T. CANFIELD, 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 Cup-Washers for Use in the Construction of Cars, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

The object of this invention is to provide an improved cup-washer for use in the construction of cars, whereby repairs may be more conveniently made than is possible with the form of washers now employed; and with this and other objects in view the invention consists in the construction, combination, and arrangement of parts hereinafter described and claimed.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which—

Figure 1 is a plan view of my improved cup-washer and showing a part of one of the sills of a car in connection with which the washer is employed; Fig. 2, a side view of the washer and an end view of the sill and showing part of the flooring of a car and also a sectional end view of the draft-timber to which in practice the draw-bar is attached, and Fig. 3 a side view of the construction as shown in Fig. 2.

In the drawings forming part of this specification I have shown at *a* a part of the sill of a car beneath which is placed the draft-timber *b*, with which in practice the draw-bar is connected; but said draw-bar forms no part of this invention, and is therefore not shown and described. In Figs. 2 and 3 I have also shown at *c* a part of the flooring of a car of which the sill *a*, together with other sills not shown, forms the support, and at *d* I have shown my improved cup-washer.

The cup-washer *d* is set into the floor of the car and rests on the sill *a*, and as heretofore made this cup-washer contained in the top

thereof an angular recess *d*<sup>2</sup> and a bolt *e*, passed downwardly therethrough, and the head *e*<sup>2</sup> of which rested in the recess *d*<sup>2</sup>. The bolt *e* of the construction heretofore employed was passed downwardly through the draft-timber *b*, and owing to the constant strain and twist and pull on this draft-timber the bolt *e* would break at or near the top of the draft-timber or the bottom of the sill *a*, and in order to make repairs the car had to be unloaded in order that a new bolt might be passed downwardly through the cup-washer *d*. It will be understood that this operation in the case of freight-cars was very difficult and very expensive, and it will also be understood that in practice a number of the bolts *e* and a number of the cup-washers *d* were employed. In my improvement, however, I provide the cup-washer *d* with laterally-directed arms *d*<sup>3</sup>, which extend outwardly and downwardly and the ends of which are provided below the floor *c* and at the opposite sides of the sill *a* with heads *d*<sup>4</sup>, having eyes or openings *d*<sup>5</sup>. I also provide side bolts *f*, provided at one end with hooks *f*<sup>2</sup>, which are adapted to be passed through the eyes or openings *d*<sup>5</sup> and which extend downwardly at the opposite sides of the sill *a* and draft-timber *b* and are provided with nuts *g*, and whenever the bolt or bolts *e* are broken, as hereinbefore described, and repairs become necessary a plate *h* is placed on the lower ends of the bolts *f* and the nuts *g* are screwed into position and the plate *h* is securely clamped to the bottom of the draft-timber *b*.

The bolts *f*, together with the plate *h*, constitute a hanger or hangers whereby the draft-timber *b* may be securely connected with the sill *a*, and any suitable means may be provided to prevent the draft-timber from sliding on the sill *a*, and for this purpose banking-blocks may be secured to the sides of the sill *a* and draft-timber *b*, between which the bolts *f* are passed, and by means of my improvement a freight or other car, if the bolt or bolts *e* be broken, may be repaired at any time or place without the necessity of removing the load from the car.

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

1. A cup-washer for use in the construction  
5 of cars, said washer being provided with laterally-directed arms having downwardly-directed heads provided with eyes or openings, bolts provided at one end with hooks which  
10 are adapted to be passed through said eyes or openings, and a cross-plate adapted to be secured to the lower ends of said bolts, substantially as shown and described.

2. The combination with one of the sills of a car and the draft-timber, of a cup-washer  
15 which is sunk into the floor of a car and which rests on the sill and is provided with laterally-

directed arms having downwardly-directed heads provided with eyes or openings, bolts provided at one end with hooks adapted to be passed through said eyes or openings and a  
20 plate mounted on the lower ends of said bolts and secured thereto, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in pres-  
25 ence of the subscribing witnesses, this 6th day of June, 1903.

LEWIS T. CANFIELD.

Witnesses:

F. A. STEWART,  
C. E. MULREANY.