

No. 771,164.

PATENTED SEPT. 27, 1904.

C. A. LINDSTRÖM.

STRIKING PLATE AND CARRIER IRON SUPPORT FOR CARS.

APPLICATION FILED MAR. 28, 1904.

NO MODEL.

Fig.1.

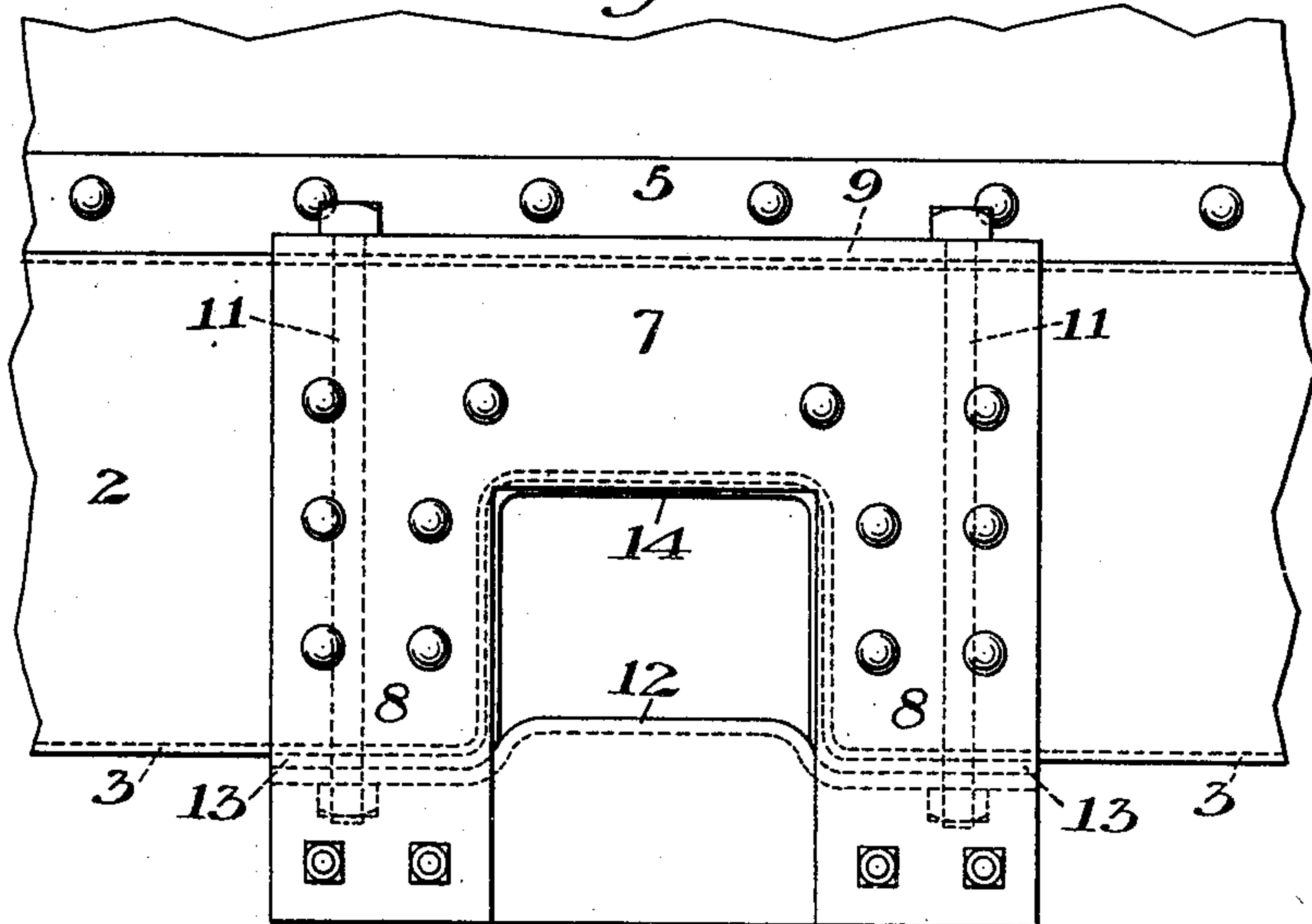


Fig.2.

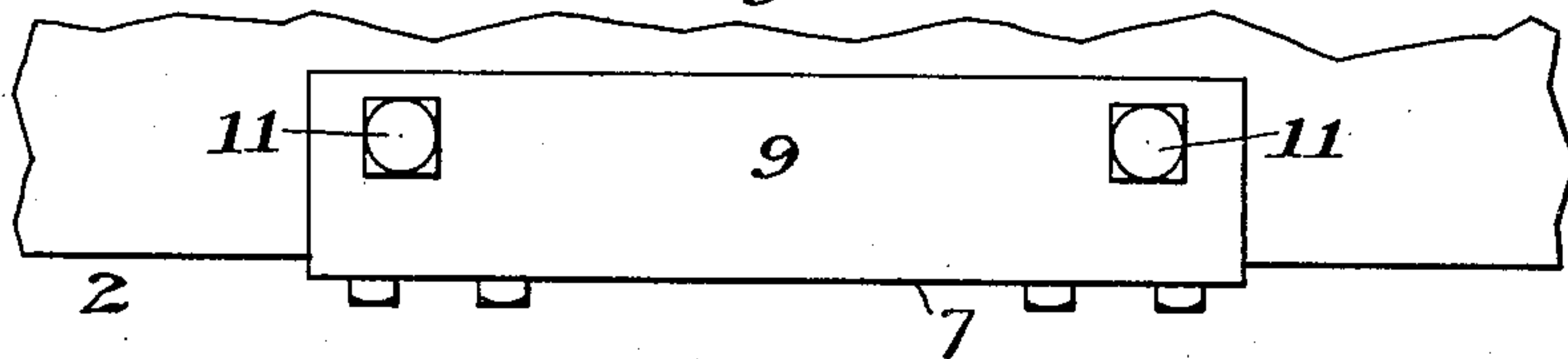


Fig.3.

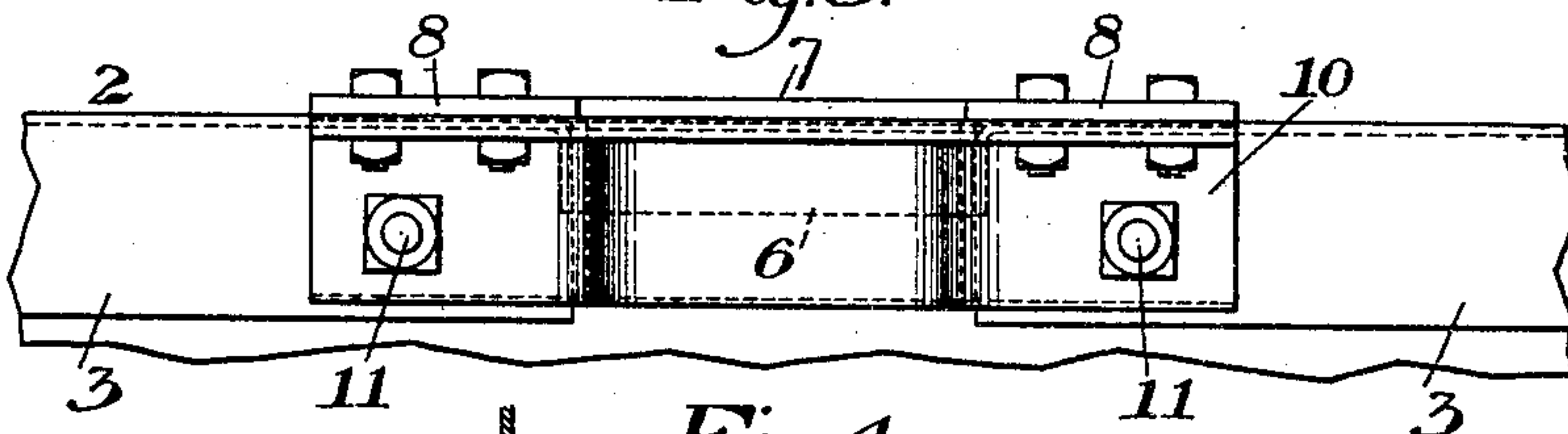
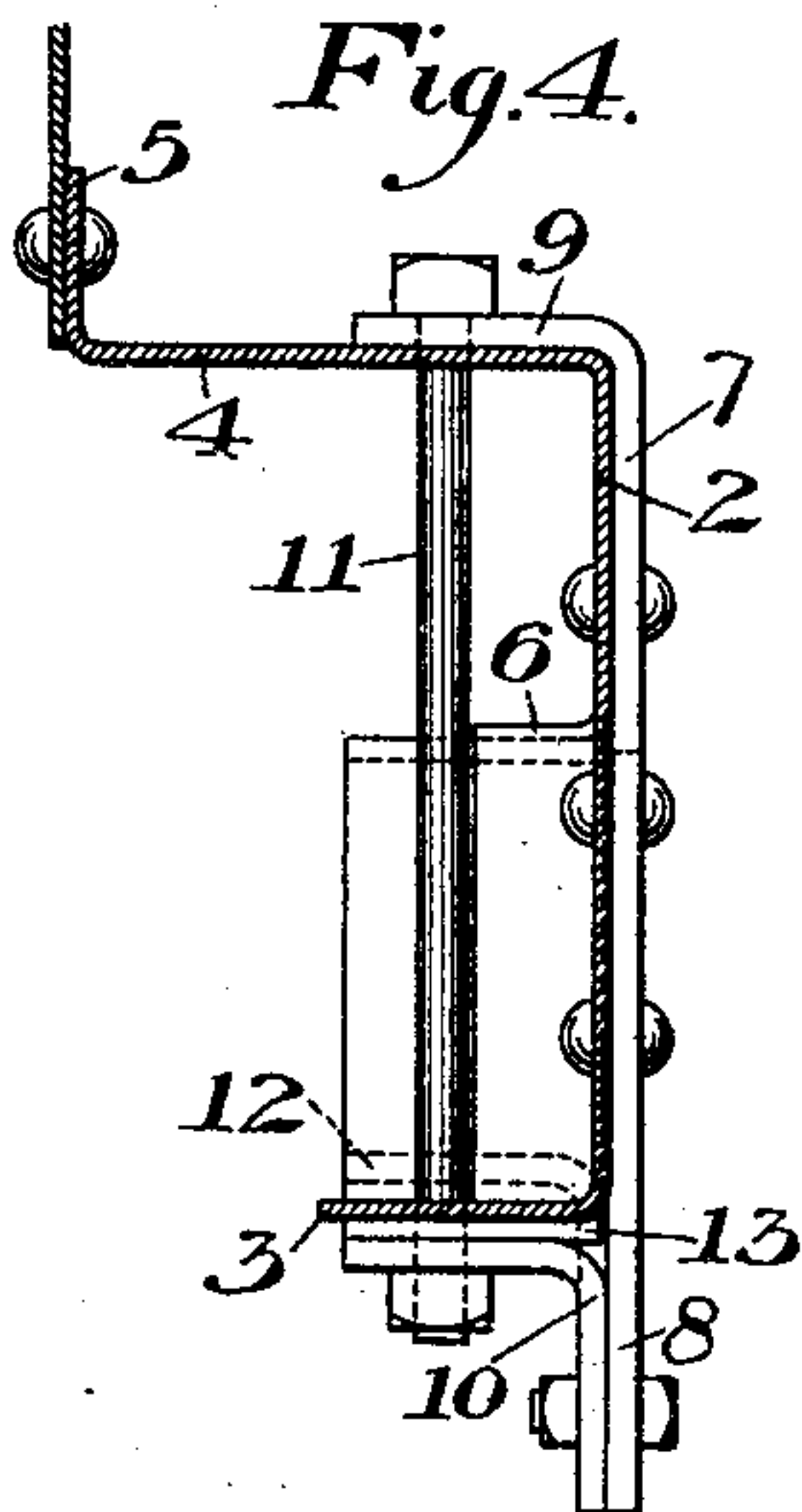


Fig.4.



WITNESSES

Warren W. Swartz
G. B. Blaming

INVENTOR

C. A. Lindström
by Clarence S. Rogers
his atty.

UNITED STATES PATENT OFFICE.

CHARLES A. LINDSTRÖM, OF ALLEGHENY, PENNSYLVANIA, ASSIGNOR TO
PRESSED STEEL CAR COMPANY, OF PITTSBURG, PENNSYLVANIA, A
CORPORATION OF NEW JERSEY.

STRIKING-PLATE AND CARRIER-IRON SUPPORT FOR CARS.

SPECIFICATION forming part of Letters Patent No. 771,164, dated September 27, 1904.

Application filed March 28, 1904. Serial No. 200,287. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. LINDSTRÖM, of Allegheny, Allegheny county, Pennsylvania, have invented a new and useful Improvement in Striking-Plates and Carrier-Iron Supports for Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a front elevation of my improved iron. Fig. 2 is a top plan view of the same. Fig. 3 is a bottom plan view, and Fig. 4 is a sectional side elevation.

My invention relates to the class of carrier-iron supports and striking-plates for steel cars, and is designed to cheapen and strengthen the structure and also to form the striking-plate so that it will reinforce and strengthen the end sill. Heretofore these plates have been built up from three or four plates which were difficult to aline with each other. Moreover, the separate plates did not strengthen the end sill, which is cut away for about one-half its depth at this point to make room for the coupler-shank.

My invention consists of a single plate which performs the combined functions of a striking-plate and carrier-iron support and at the same time materially strengthens and reinforces the end sill.

In the drawings, 2 represents the end sill of a steel car, formed of a plate having a vertical web which is cut away in its lower portion to receive the coupler-shank, the web having a lower inwardly-projecting flange 3 and a horizontal top portion 4, provided with a vertical flange 5. At the top of the coupler-hole the web of the end sill is preferably bent backwardly to form a flange 6. The construction of the end sill may of course be changed materially without departing from my invention.

The striking-plate consists of a vertical plate 7, which extends over the top of the coupler-hole and has depending leg portions 8 8 on each side thereof. It is provided with an inwardly-projecting top flange 9, which rests upon the horizontal portion 4 of the sill. The legs 8 8 project below the sill and are bolted to a bent angle-plate 10 at the sides of the coup-

ler-opening, which plate receives the vertical through-bolts 11, which extend through the top flange 9 at the sides. The bent angle-plate 10 is preferably pressed up in its intermediate portion, as shown at 12, where it extends across the opening for the coupler-shank; but it is obvious that any shape may be used. This forms the carry-iron for the shank. Between the side portions of the plate 10 and the bottom flange 3 of the end sill I preferably insert a plate 13, the ends of which are slipped between the end portions of the plate 10 and the end sill, while the intermediate portion extends upwardly and over the coupler-opening, as shown at 14, Fig. 1. The coupler-opening is thus inclosed and a bearing afforded for the shank. The legs of the striking-iron are riveted through the vertical web of the end sill.

The advantages of my invention result from the use of the flanged U-shaped iron in one piece, which strengthens the end sill at the cut-away portion in a vertical direction, thus enabling it to carry the load without bending downwardly. It also strengthens the end sill in a horizontal direction, enabling it to better withstand the blows of the coupler-horn. Besides, the invention as a whole gives a workmanlike appearance.

Variations may be made in the form and arrangement of the plate, the sill, and the other parts without departing from my invention.

I claim—

1. A striking-plate of U form, having an inwardly-extending top flange secured to the end sill, the plate inclosing the coupler-opening on three sides; substantially as described.

2. A striking-plate of U form set around the coupler-opening, said plate having an inwardly-extending top flange, a bottom support, and bolts passing through the top flange, end sill and bottom support; substantially as described.

In testimony whereof I have hereunto set my hand.

CHARLES A. LINDSTRÖM.

Witnesses:

H. B. FISHER,

T. B. DENHAM.