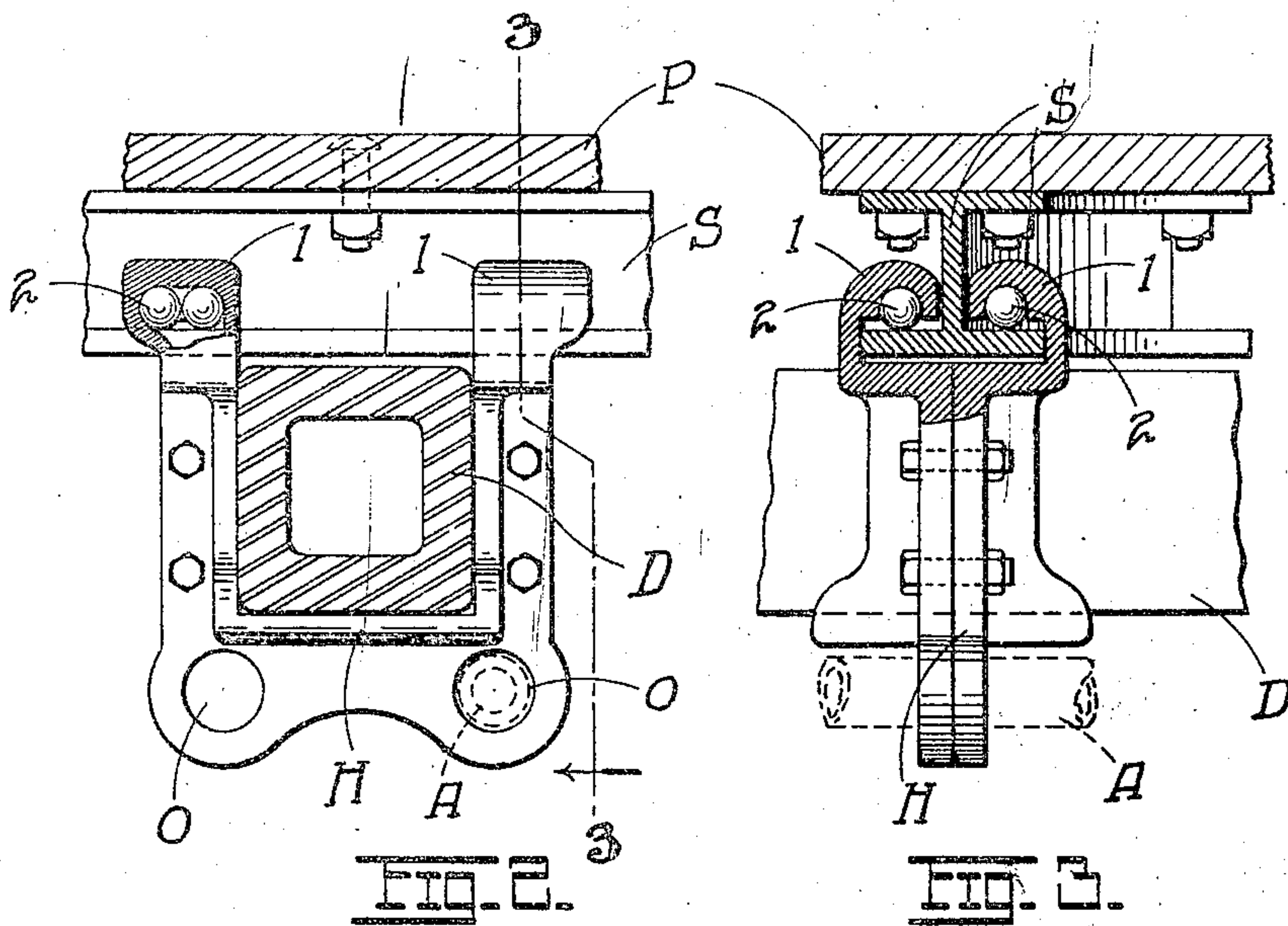
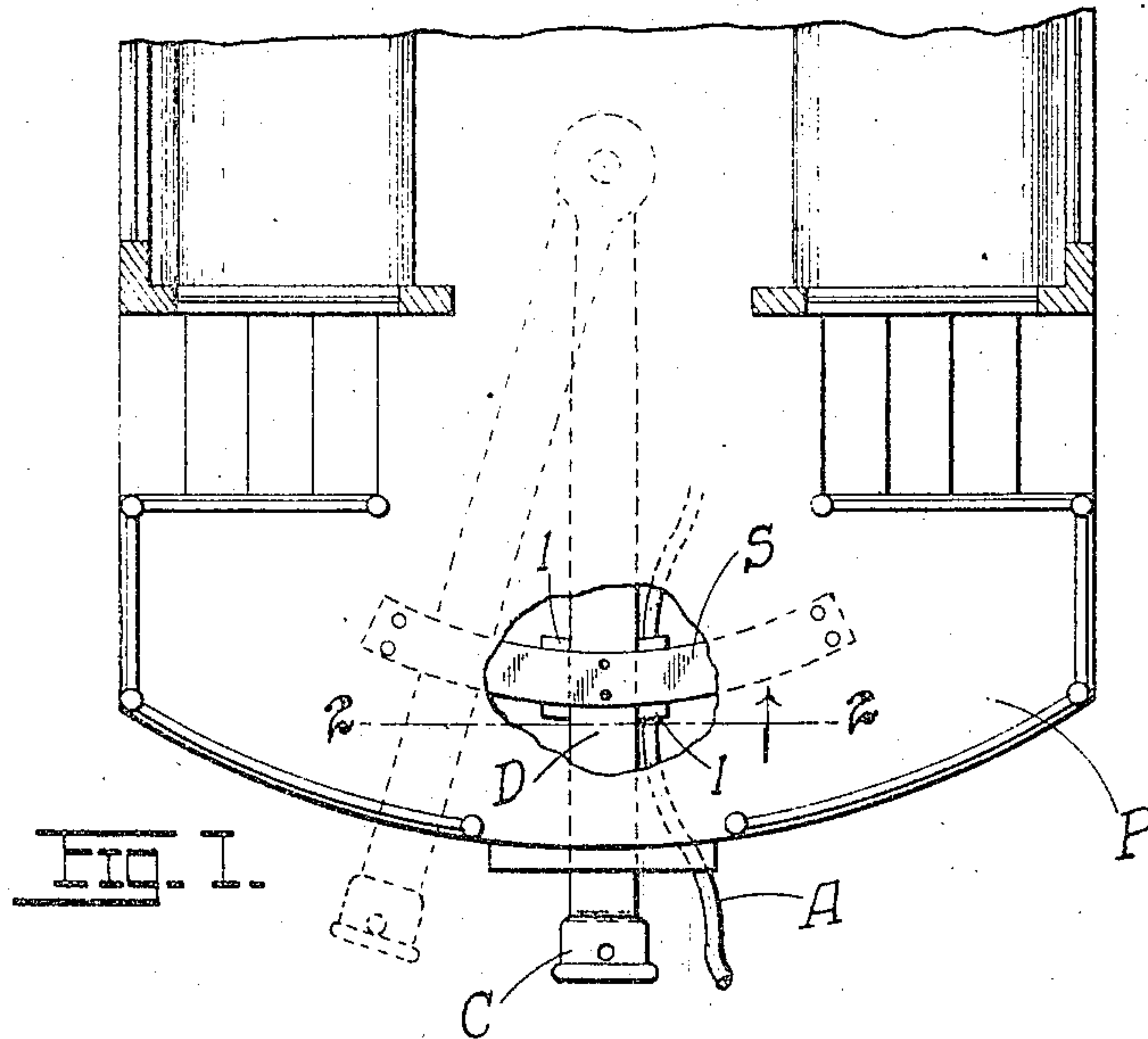


C. A. HUMPHRYS.
 CARRY IRON FOR CAR COUPLINGS.
 APPLICATION FILED OCT. 3, 1907.

925,477.

Patented June 22, 1909.



WITNESSES:

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CHARLES A. HUMPHRYS, OF CHICO, CALIFORNIA.

CARRY-IRON FOR CAR-COUPLING.

No. 925,477.

Specification of Letters Patent.

Patented June 22, 1909.

Application filed October 3, 1907. Serial No. 395,767.

To all whom it may concern:

Be it known that I, CHARLES A. HUMPHRYS, a citizen of the United States, residing at Chico, in the county of Butte and State of California, have invented certain new and useful Improvements in Carry-Irons for Car-Couplers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in carry-irons for car-couplers, and it consists in the novel details of construction more fully set forth in the specification and pointed out in the claim.

In the drawings, Figure 1 is a plan of the platform end of a car having my invention applied thereto; Fig. 2 is an enlarged vertical transverse section on the line 2—2 of Fig. 1; and Fig. 3 is a vertical section on the line 3—3 of Fig. 2.

The object of my invention is to provide a suitable support for the forward end of a car-coupler, particularly of that type which is used on inter-urban and heavy street cars, and best adapted for cars having frequent occasion for rounding continuous and reverse curves. The advantages of the invention will be best apparent from a detailed description thereof which is as follows:

Referring to the drawings, P, represents the platform of the car, having disposed along the bottom thereof a coupler C whose draw-bar D is pivotally secured at one end so as to swing in a horizontal plane. Bolted also to the platform is a curved structural member S, preferably of I-beam construction, the curvature thereof conforming to an arc described from the pivotal axis of the

draw-bar as a center. Suspended from the lower flanges of the I-beam by curved arms or claws 1, 1, which engage the ball-bearings 2, is a carriage or hanger H composed of two sections bolted together (Fig. 3) and substantially U-shaped in form, said hanger loosely encompassing the draw-bar D. The base of the hanger is provided with openings O for the passage of the air hose A.

As the cars pass around a curve, the coupler oscillates in conformity thereto, and in response to any deflection of the coupler the hanger H rides back and forth over the flange of the I-beam with a minimum amount of friction, (Fig. 1).

The advantages of the device are fully apparent from the drawings.

Having described my invention what I claim is:

In combination with a car-body, a draw-bar pivoted at its rear end to said car-body, a transversely disposed I-beam at the end of the car-body located adjacent to the draw-bar and curved to conform to the arc described by the draw-bar in its oscillations about its pivotal end, a hanger suspended from the lower flanges of the I-beam, the draw-bar passing loosely through the hanger below the I-beam, claws coupled to the hanger, and anti-friction bearings interposed between the flanges and the claws, substantially as set forth.

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

CHARLES A. HUMPHRYS.

Witnesses:

OSCAR MORTIMER PRUCE,
ADOLPH H. MEIER.