(No Model.) 2 Sheets—Sheet 1.

J. W. BOGGS.

DRAW BAR FOR RAILWAY CARS.

No. 553,387. Patented Jan. 21, 1896.

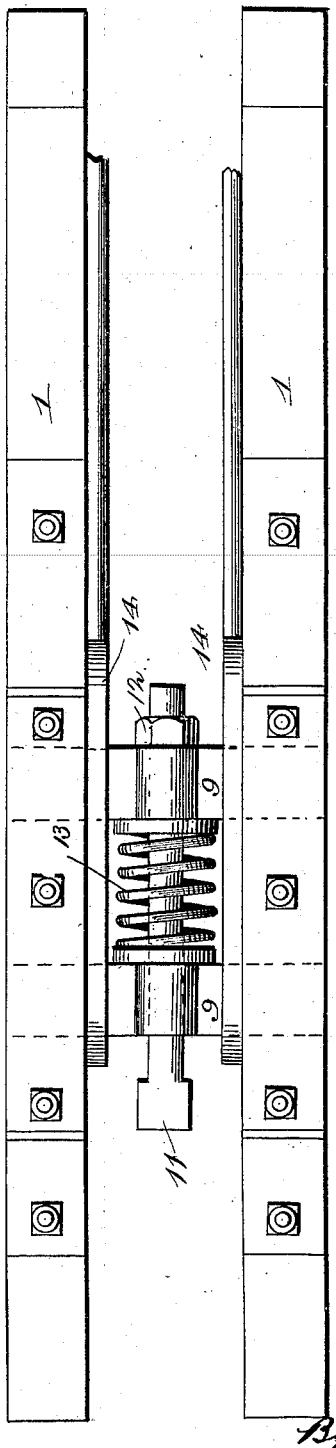

Fig. 1.

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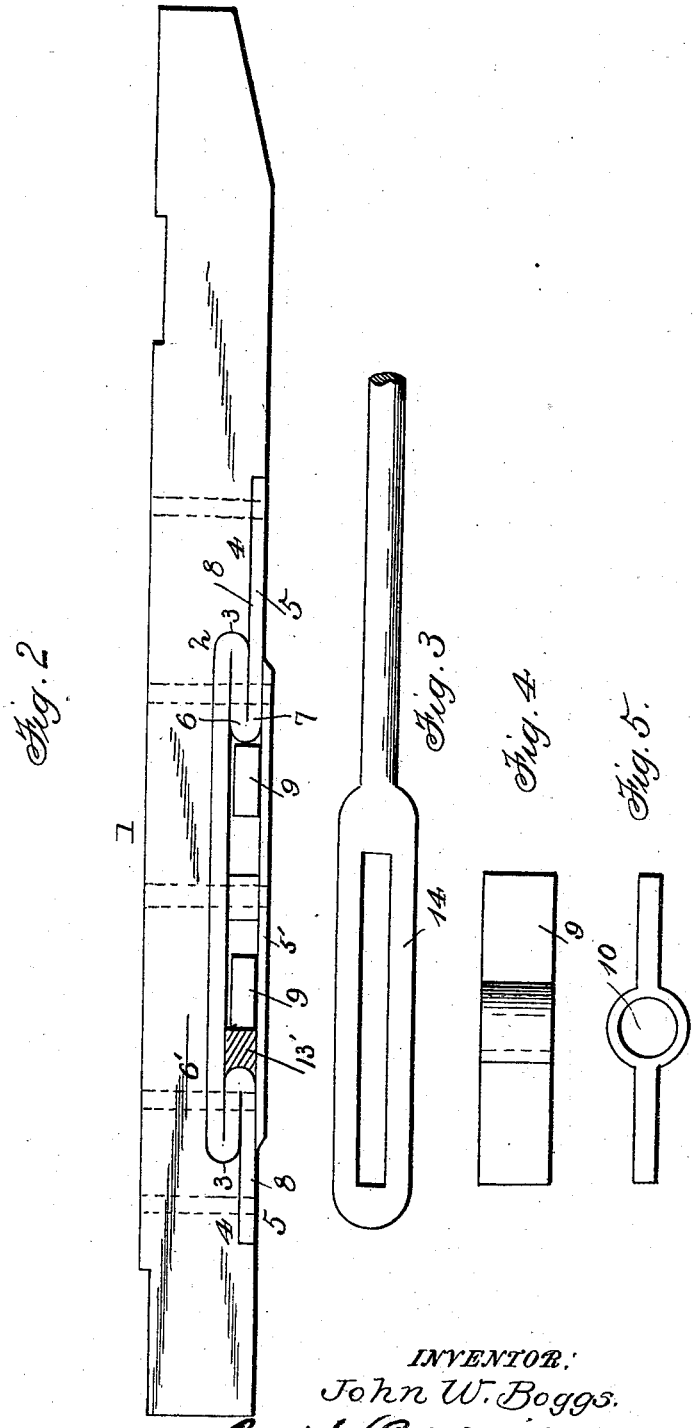

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UNITED STATES PATENT OFFICE.

JOHN W. BOGGS, OF HUNTINGTON, OREGON.

DRAW-BAR FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 553,387, dated January 21, 1896.

Application filed September 6, 1895. Serial No. 561,608. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. BOGGS, a citizen of the United States, residing at Huntington, in the county of Baker and State of Oregon, have invented certain new and useful Improvements in Railway-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to railway-cars, and more particularly to the manner of attaching draw-bar followers thereto.

The object of my invention is to provide a simple and strong construction by means of which the strain from the draw-bar will be exerted in a horizontal direction and lengthwise of the draft-timbers, thus reducing to a minimum the liability of breakage of the timbers.

The invention consists in certain features of construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a top plan view of the two longitudinal draft-timbers of a railway-car, showing the application of my invention thereto. Fig. 2 is a side view of the same. Fig. 3 is a side view of one of the draft-rods. Fig. 4 is a top plan view of one of the followers, and Fig. 5 is an end view of the same.

In the drawings, 1 denotes the longitudinal draft-timbers which are arranged at the ends of the car. These timbers on their under sides, near their outer ends, are provided with recesses 2, the end walls of which are curved, as shown at 3, and recesses 4 are formed on the under sides of the timbers at each end of the recesses 2. The metal bar 5 is bent midway its length to lie in the recesses 2, thence bent upon itself, as shown at 6, to form abutting shoulders 7, and having its ends 8 bent outward to fit into the recesses 4. 5′ denotes plates, which are arranged beneath the bars, and 6′ denotes bolts which extend through the plate, the folds of the bar and the draftings, thus securing the parts together. The bar and the plate forms the follower-guides.

9 denotes the followers, the ends of which are seated in the guides, and the intermediate portions of which are formed with apertures 10 to receive the inner ends of the draw-bar 11, which is provided with nuts 12 to hold it in position.

13 denotes a spring which coils around the draw-bar and is interposed between the follower and has its ends engaged therewith.

14 denotes the draft connecting-bars which are provided at their ends with elongated apertures through which the ends of the followers project at each end of the car.

By this construction it will be seen that the draft or strain will be in a horizontal direction, and that owing to the peculiar construction of the bar 5 the tendency to split or tear the draft-timbers to which they are attached is greatly lessened, and the strain will be entirely relieved from the edges that connect the bars to the draft-timber. When the draft-rods are not employed, I use the cast-iron stop-blocks 13′, which extend across the draft-timbers on their under sides, and are arranged between the plates and the bars 5 at their outer ends.

Having thus described my invention, what I desire to claim and secure by Letters Patent of the United States is—

1. The combination with the draft timbers, of a railway car, said timbers being provided with recesses on their under sides, of bars bent intermediate of their ends and seated in said recesses, the ends of said bars being projected outward in other recesses formed on the under side of the bar, plates, and bolts for securing the plates and bars to the draft timbers, substantially as described.

2. The combination with the draft timbers, of a railway car, said draft timbers being provided with a recess 2, having curved ends 3, and with recesses 5, of bars bent intermediate at their ends and seated in the recesses 2, thence bent forward as at 6, and then having its ends extending outward and seated in the recesses 4, plates arranged beneath said bars, and bolts extending through the plates and through the fold of the bar and through the draft timbers, substantially as described.

3. The combination with the draft timbers of railway cars, said timbers having recesses in their under sides, bars seated in said recesses and formed with shoulders to abut against the walls of said recesses, plates on the under sides of said bars, bolts for secur-

ing the plates and bars to draft timbers, followers having their ends seated upon the plates and formed at their centers with apertures, draw-bars in said apertures, springs coiled about the draw-bars and interposed between the followers, nuts for holding the draw bars in place and draft connecting rods having elongated openings at their ends to embrace the said followers, substantially as described.

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

J. W. BOGGS.

Witnesses:
E. G. GALLEH,
J. E. PAUL.