

(No Model.)

C. ALKIN.
DRAW BAR FOR CARS.

No. 271,585.

Patented Feb. 6, 1883.

Fig. 1.

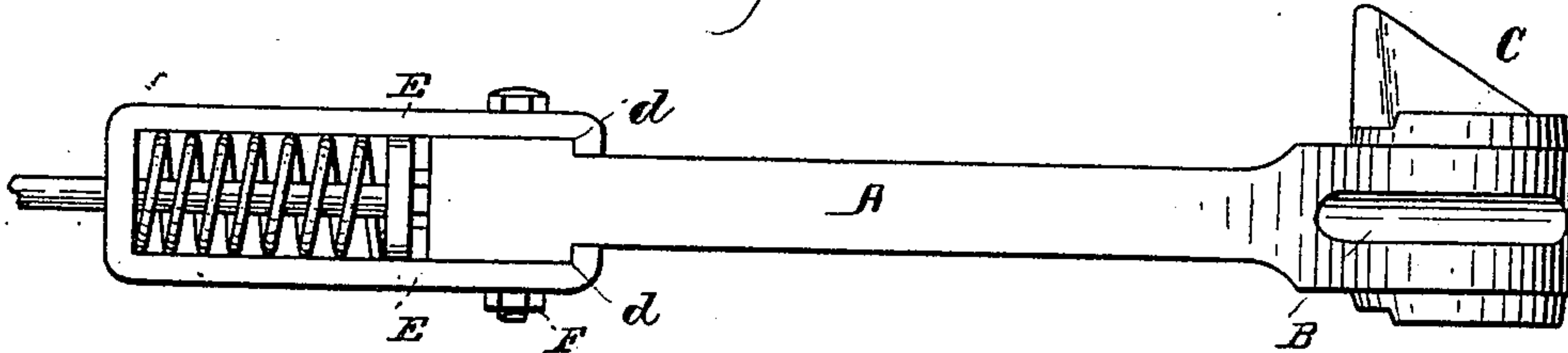


Fig. 2.

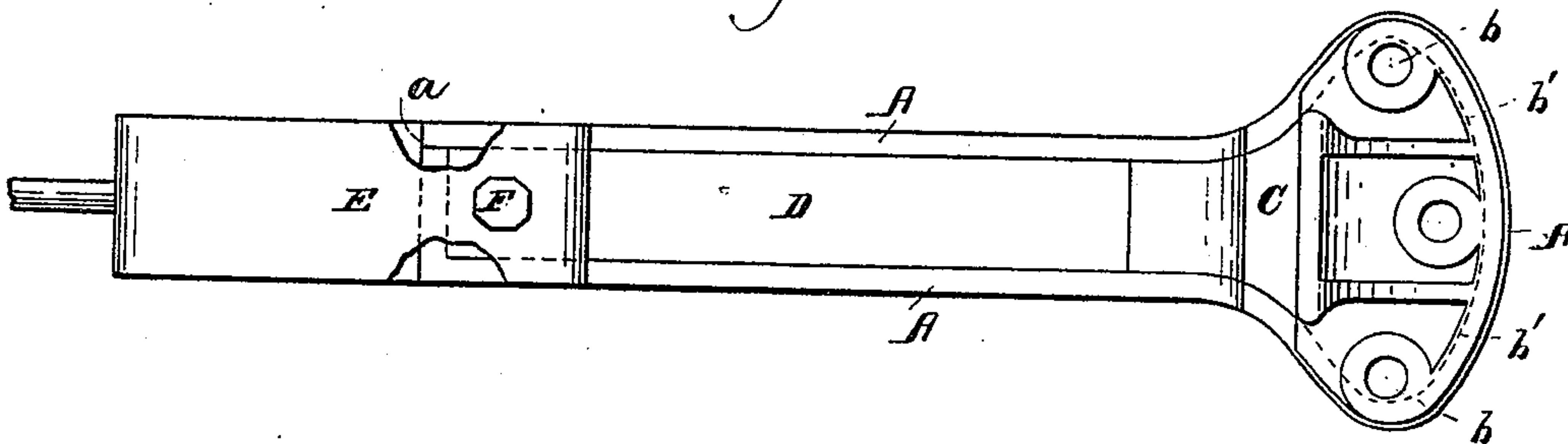


Fig. 3.

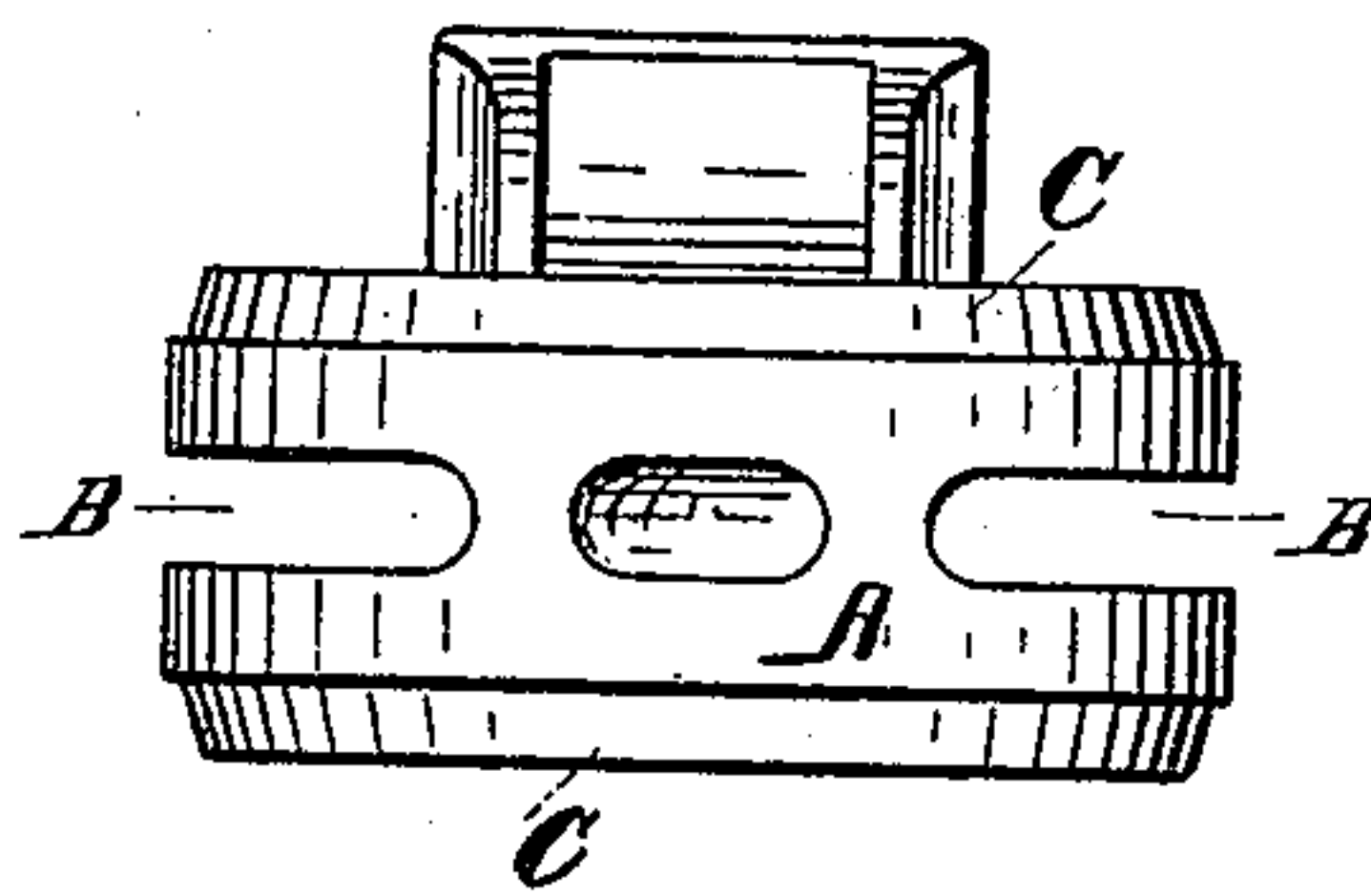
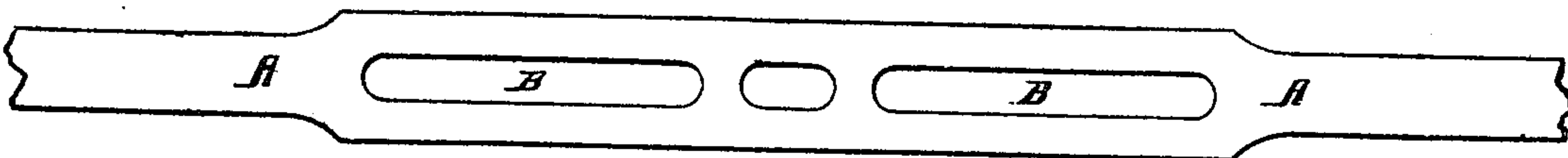


Fig. 4.



Witnesses,
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UNITED STATES PATENT OFFICE.

CHARLES ALKIN, OF CHICAGO, ILLINOIS.

DRAW-BAR FOR CARS.

SPECIFICATION forming part of Letters Patent No. 271,585, dated February 6, 1883.

Application filed June 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ALKIN, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful
5 Improvements in Draw-Bars, of which the following, in connection with the accompanying drawings, is a specification.

In the drawings, Figure 1 is a side view of a draw-bar embodying my invention. Fig. 2
10 is a top view thereof. Fig. 3 is an end view thereof, and Fig. 4 is a plan view of the wrought-iron strap.

Like letters of reference indicate like parts.

Heretofore draw-bars, so far as I am aware,
15 have been made mostly of cast-iron, and hence were not only brittle and liable to be broken, but they are also very heavy.

My object is to render the draw-gear both stronger and lighter than heretofore. This I
20 accomplish by making a strong wrought-iron strap, which, in its central portion, is slotted to receive the coupling-link. This blank or strap I bend to form the head of the bar. In connection with this strap, which is the principal
25 feature of my invention, I also employ other features of construction which I believe to be novel, and all of which I hereinafter fully describe.

A represents a strap of wrought-iron bent
30 centrally, as shown, to form the sides and head of the draw-bar. The rear ends of the strap A meet, as shown, at *a*, and may there be welded together.

B B are slots in the central part of the strap
35 A to receive the coupling-links. These slots may be such in number as to receive one or more links. In the example shown three slots are represented; but the central slot only adapts

the bar to a single link, in which case the head of the bar may be much smaller than shown.

C is a head-piece, which may be made either of wood, paper, or metal, or of any other suitable material. This head-piece is pierced, as
4 shown at *b b*, to receive one or more coupling-pins.

D is a bar of wood arranged behind the head-piece C. This bar, however, may be made of metal, if deemed best. This head-piece C is countersunk to receive the strap A, as indicated by the dotted lines shown at *b' b'* in Fig.
5 2. In other respects the draw-gear may be made in any well-known or suitable way. In the example shown the spring-strap D is in- bent at its forward ends to engage shoulders *d d* on the draw-bar, and it is secured to the
5 draw-bar by means of a bolt, E, passing through the spring-strap and through a cast-iron block in the rear end of the draw-bar.

F is a nut upon the end of the said bolt.

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

1. A draw-bar in which is the wrought-iron strap A, bent around upon a head-piece, substantially as and for the purposes specified.

2. The head-piece C of a draw-bar, adapted to receive one or more coupling links or pins, in combination with the wrought-iron strap A, bent around and holding the said head-piece and adapted to receive one or more coupling-
7 links, substantially as and for the purposes specified.

CHARLES ALKIN.

Witnesses:

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HENRY FRANKFURTER.