

No. 724,372.

PATENTED MAR. 31, 1903.

F. C. ANDERSON.
DRAW BAR ATTACHMENT.
APPLICATION FILED APR. 14, 1902.

NO MODEL.

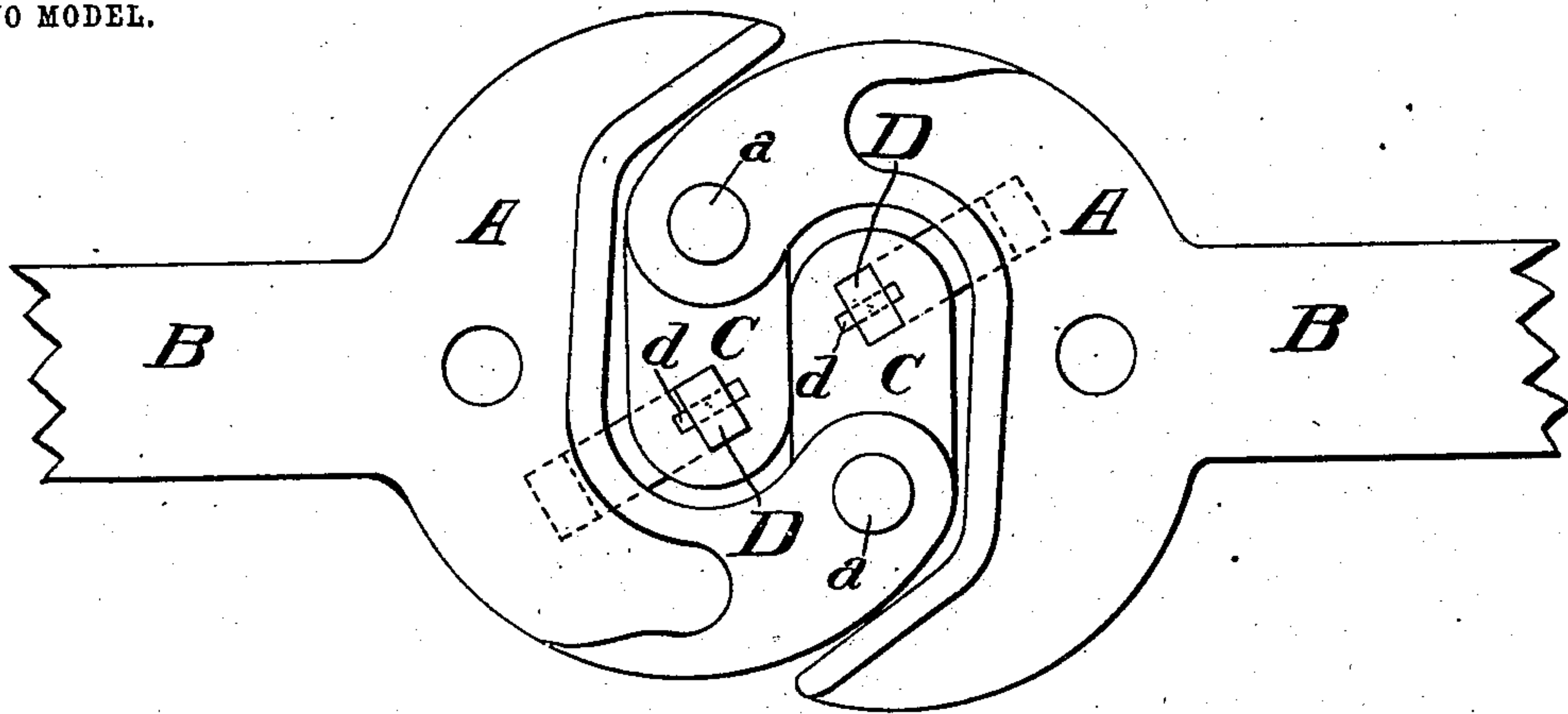


Fig. 1.

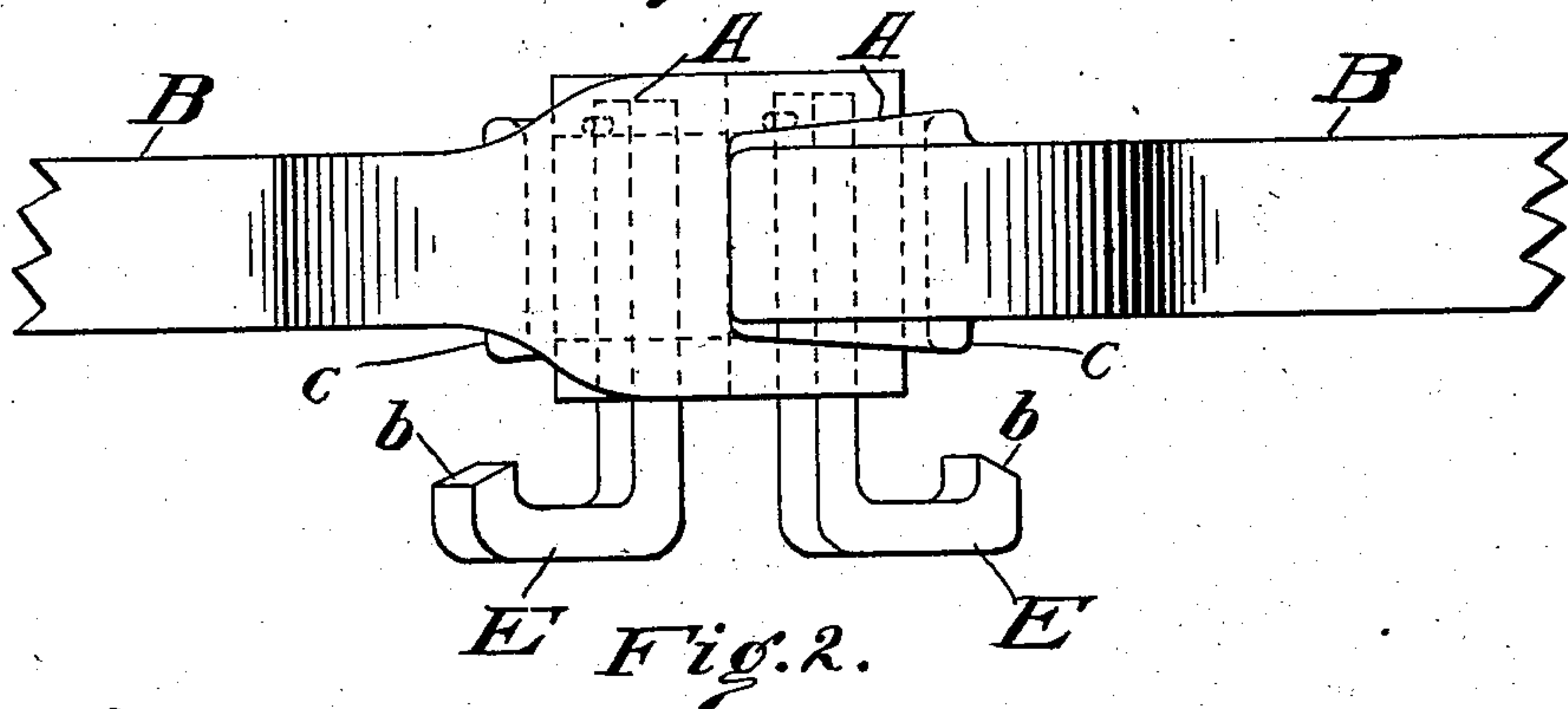


Fig. 2.

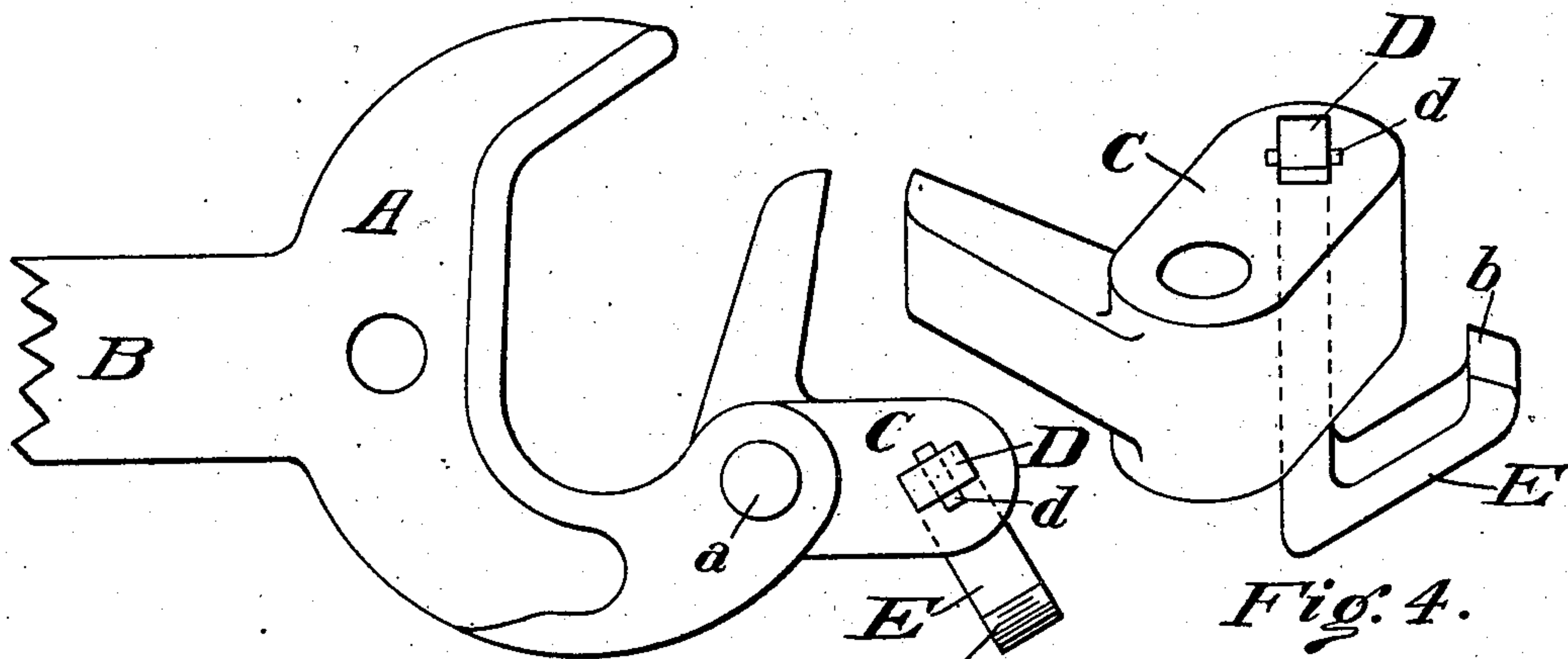


Fig. 3.

Fig. 4.

Witnesses
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UNITED STATES PATENT OFFICE.

FRANK C. ANDERSON, OF CINCINNATI, OHIO, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, OF PART OF HIS RIGHT TO ROBERT H. DORSEY, OF NORWOOD, OHIO, AND N. PAUL FENNER, JR., AND FRANK M. FOSTER, OF CINCINNATI, OHIO.

DRAW-BAR ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 724,372, dated March 31, 1903.

Application filed April 14, 1902. Serial No. 102,901. (No model.)

To all whom it may concern:

Be it known that I, FRANK C. ANDERSON, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Draw-Bar Attachments, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to that class of draw-bars for coupling railway-cars which are of the automatic type and employ pivoted interlocking knuckles contained within the jaws or mouth of such draw-bars in contradistinction to that class of draw-bars which employ coupling-links and link-pins; and it has for its object the provision of means whereby each draw-bar supports the other against material vertical displacement in case of the breakage or pulling out of either of the draw-bars from its car.

One of the material causes of accidents in the derailing and wrecking of trains occurs from the breakage or pulling out of the draw-bar and its falling upon the road-bed, where it may become entangled with the trucks of following cars or may get across the rail, and thereby wreck the whole train. My invention is intended to entirely obviate this danger by preventing a draw-bar in case of its breakage or pulling from its fastenings from falling down or being uncoupled from its adjacent draw-bar.

The object of my invention is accomplished by the provision of supporting hooks or brackets on each coupling-knuckle of a draw-bar which are so disposed as to lie under the head of the opposing draw-bar when the two are coupled and to be so arranged that the ends of such hooks or brackets will take under and engage with ribs or flanges on the head of the draw-bar should the latter drop below an engaging position, as would be the case in event of the pulling out or breakage of either draw-bar.

The novelty of my invention will be hereinafter set forth, and specifically pointed out in the claim.

In the accompanying drawings, Figure 1 is a plan view of the heads of a pair of interlocked draw-bars, showing the application of my invention thereto. Fig. 2 is a side elevation of Fig. 1. Fig. 3 is a plan view of the head of one of the draw-bars with its knuckle open. Fig. 4 is a perspective view of one of the knuckles provided with an engaging hook in the preferred form of my construction.

The same letters of reference are used to indicate identical parts in all the figures.

A A represent the heads of two draw-bars of the modern interlocking type now required on all railways, and B represents the rear extensions of such draw-bars by which they are attached to the draft-rigging in the usual or any suitable manner. The heads A have on their opposing bases the usual jaw-mouths, to one side of each of which is pivoted the locking-knuckle C. Formerly these locking-knuckles had horizontal slots in them for the reception of the ends of links when it was desired to couple a car of the old type with an ordinary link-coupling to a car provided with one of the modern automatic couplings; but I dispense entirely with such horizontal slot and make each knuckle entirely solid except where it is pivoted, as at *a*, to the head of the coupler, and in place of the round holes for the passage of ordinary coupling-pins through the knuckles I provide apertures, preferably rectangular in cross-section, through which are passed the shanks D of bracket-hooks E. Said bracket-hooks E extend beneath the heads of the couplers a sufficient distance so as not to interfere with their ordinary vertical movement, owing to inequalities in the track-surface or in event of two adjacent cars being of unequal height, and their outer ends, which are set at an angle to the line of draft, as shown, are provided with upturned hooked ends *b*, adapted to catch over and engage ribs or flanges *c* on the under sides of the draw-bar head.

The shanks of the hooks E are in this instance shown as supported by pins *d*, passed through their upper ends, which project above the knuckles; but this mode of attachment forms no part of my invention and may

be varied to suit the ideas of the constructor, and, again, while I have shown the supporting-hooks E as separate from though carried by the knuckles it is to be understood that, 5 if desired, said supporting-hooks might be made integral with the knuckles.

It will be readily understood from the foregoing description and the drawings that in case of the pulling out or breakage of either 10 draw-bar instead of its dropping to the road-bed it would be caught and supported upon the hook E of the opposing draw-bar, and thus all liability of accident from the dropping of a draw-bar upon the track is entirely 15 obviated.

Having thus fully described my invention, I claim—

The combination of the draw-bar heads A provided with ribs c, the knuckles C pivoted to said heads A, the hooks E having shanks 20 D extending through said knuckles and supported therein and provided at their lower outer ends with upturned portions adapted to engage the ribs c, substantially as and for the purpose specified.

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