

No. 745,771.

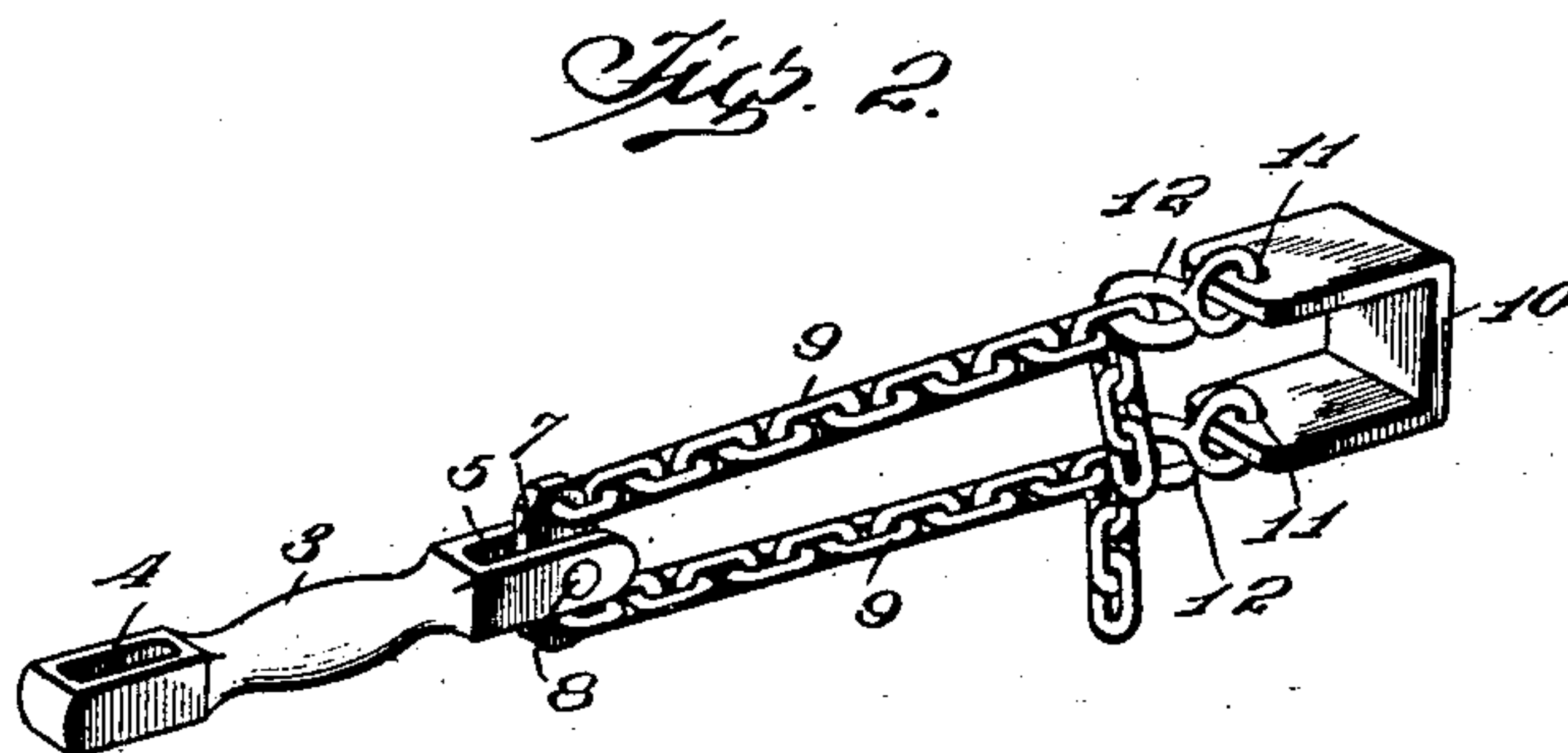
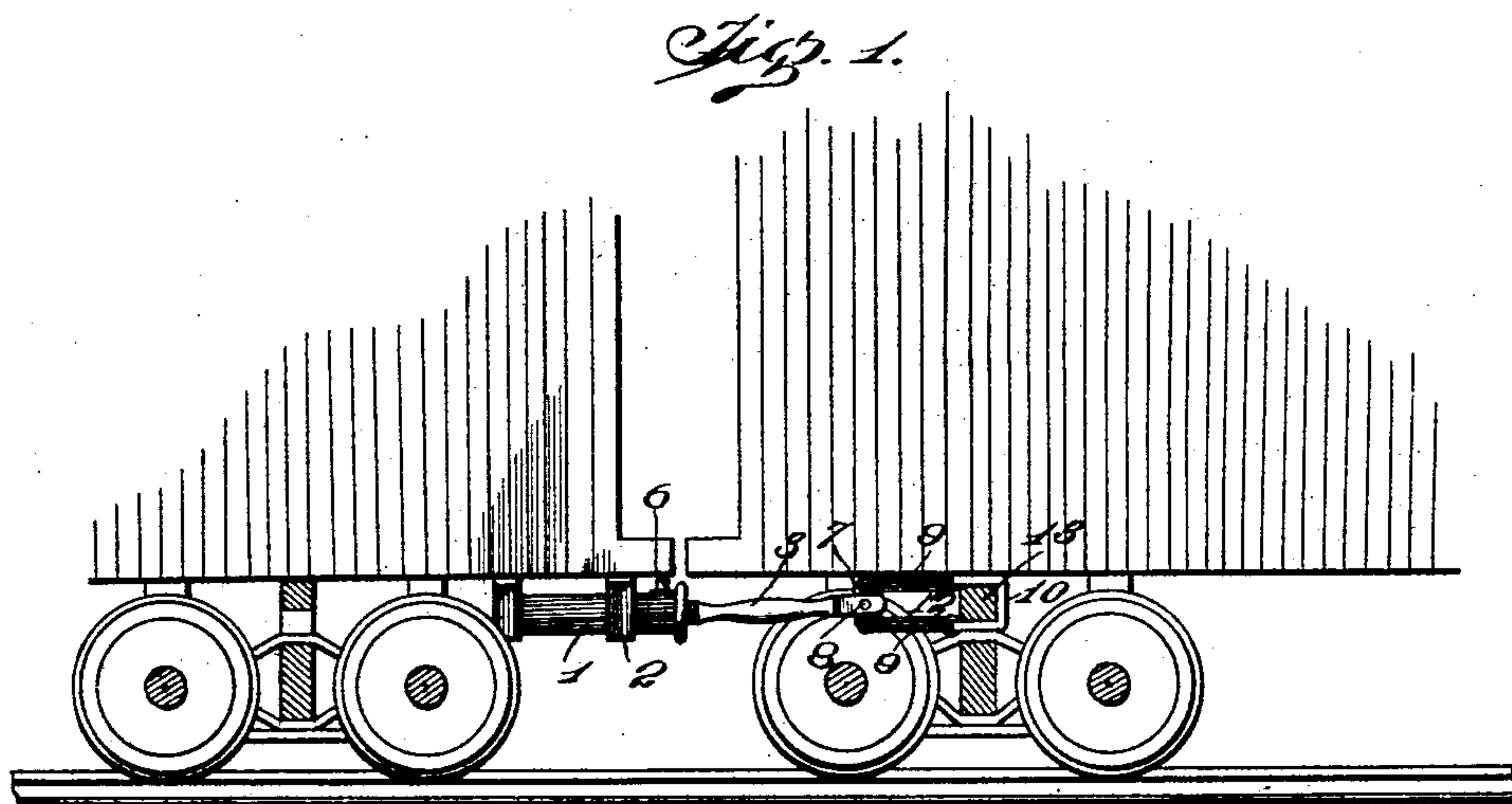
PATENTED DEC. 1, 1903.

M. C. BLAKESLEE.

CRIPPLED DRAW BAR FOR LOCOMOTIVE RAILWAY CARS.

APPLICATION FILED APR. 9, 1903.

NO MODEL.



WITNESSES:

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CRIPPLED DRAW-BAR FOR LOCOMOTIVE RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 745,771, dated December 1, 1903.

Application filed April 9, 1903. Serial No. 151,936. (No model.)

To all whom it may concern:

Be it known that I, MERRICK C. BLAKESLEE, a citizen of the United States, residing at Nicholson, in the county of Wyoming and State of Pennsylvania, have invented a new and useful apparatus to be known as a "Draw-Bar for Crippled Railway-Cars," of which the following is a specification.

This invention relates to improvements in emergency draft appliances; and the object of the invention is to provide means assembled with a coupling draw-bar for connecting the same with a car.

Another object of the invention is to construct an apparatus for connecting two cars or the like in an assembled position without the employment of the usual draw-bar upon one of said cars.

Still another object of the invention is to construct an emergency draw-bar which will bring the cars when in use in such close proximity as to permit the operation of the automatic air-brake.

With these and other objects in view the invention consists in the novel construction and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and more particularly pointed out in the claims hereto appended.

In the drawings, Figure 1 is a fragmentary side view of the ends of two cars, showing my improved apparatus in an assembled position thereon. Fig. 2 is a perspective view of the device.

Like numerals of reference indicate corresponding parts throughout both the figures of the drawings.

In the drawings reference-numeral 1 indicates the draw-bar of a coupling device retained within suitable brackets 2, secured to the truck or frame of a car. A draw-bar or link 3, provided with an elongated aperture 4 and a bifurcated end 5, is adapted to be removably secured within the draw-bar 1 by means of a suitable pin 6. Removably secured within the bifurcation of the link member 3 is an apertured plate 7. Said plate 7 is provided with apertures formed near each end and the central aperture through which is passed a pin 8 when the

said plate 7 is in an assembled position with the member 3. Secured to the member 7 and passing through the apertures in the ends of the said plate are chains 9, one link of said chain engaging the apertures formed upon each end of the plate 7. A yoke or U-shaped member 10 is provided with apertures 11 near the outer end. Said apertures are adapted to receive hooks 12.

When the coupling device on a car becomes disabled or is removed from its position thereon, the two abutting cars may be retained in an assembled position by the employment of my device, and in the arrangement of the apparatus upon the ends of a pair of cars the member 10 is adapted to partially encircle the transom or transverse bar 13 formed upon the frame of a car, and the hooks 12, which are secured to the member 10, are engaged by a link of the chains 9. Said chains are carried by the plate 7, mounted within the bifurcation of the link member 3. It will be seen that the distance between the ends of the two cars can be controlled by the adjustability of chains interposed between the link member retained in the draw-bar of one of the cars and the U-shaped or yoke member retained upon the transom of the disabled car.

The invention not only provides a simple efficient device for the coupling of a pair of cars together, but also provides means whereby it can be retained in an assembled position relative thereto.

Although I have described the preferred form of my invention, I reserve the right to make such changes and modifications as shall fairly fall within the scope of my invention.

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

1. In a device of the character described, the combination with a draw-bar, of a member detachably secured therein, a plate removably secured to said member, duplicate flexible connections secured to said plate, and a detachable clamp secured to said flexible connections.

2. An emergency apparatus comprising a rigid member, a detachable member secured

thereto, duplicate connections secured to said detachable member, and means joining the ends of said connections.

3. An emergency apparatus comprising a link, said link provided with a bifurcation at one end and an elongated aperture near the opposite end, a plate removably secured within the bifurcation of said link, flexible means secured to said plate, and a U-shaped clamp detachably secured to said flexible connection.

4. In a device of the character described, the combination with a draw-bar, a link removably secured therein comprising an apertured end portion and a bifurcated extension formed integral therewith, a plate detachably secured within said bifurcation said plate provided with a pair of flexible connections and removable means secured thereto providing means for encircling a member upon a car.

5. In a device of the character described, the combination with a draw-bar carried by a car, of a link detachably secured within said

draw-bar provided with a bifurcated extension at one end, an apertured plate removably secured within said extension, a pair of jointed members secured to said plate, a U-shaped clamp and hooks secured thereto for engaging joints in said jointed member.

6. An emergency draft apparatus comprising a bifurcated and an apertured link, a removable plate secured in said bifurcation of the link and having apertures formed near each end, a pair of link members secured to said plate in each of said apertures, a clamp provided with a pair of hooks, and said hooks adapted to engage links upon the link members.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

MERRICK C. BLAKESLEE.

Witnesses:

JOS. M. BLAKESLEE,
W. E. BILLINGS.