

No. 842,253.

PATENTED JAN. 29, 1907.

H. G. SAVAGE.
HANGER FOR DRAW HEADS.
APPLICATION FILED JUNE 30, 1906.

Fig. 1.

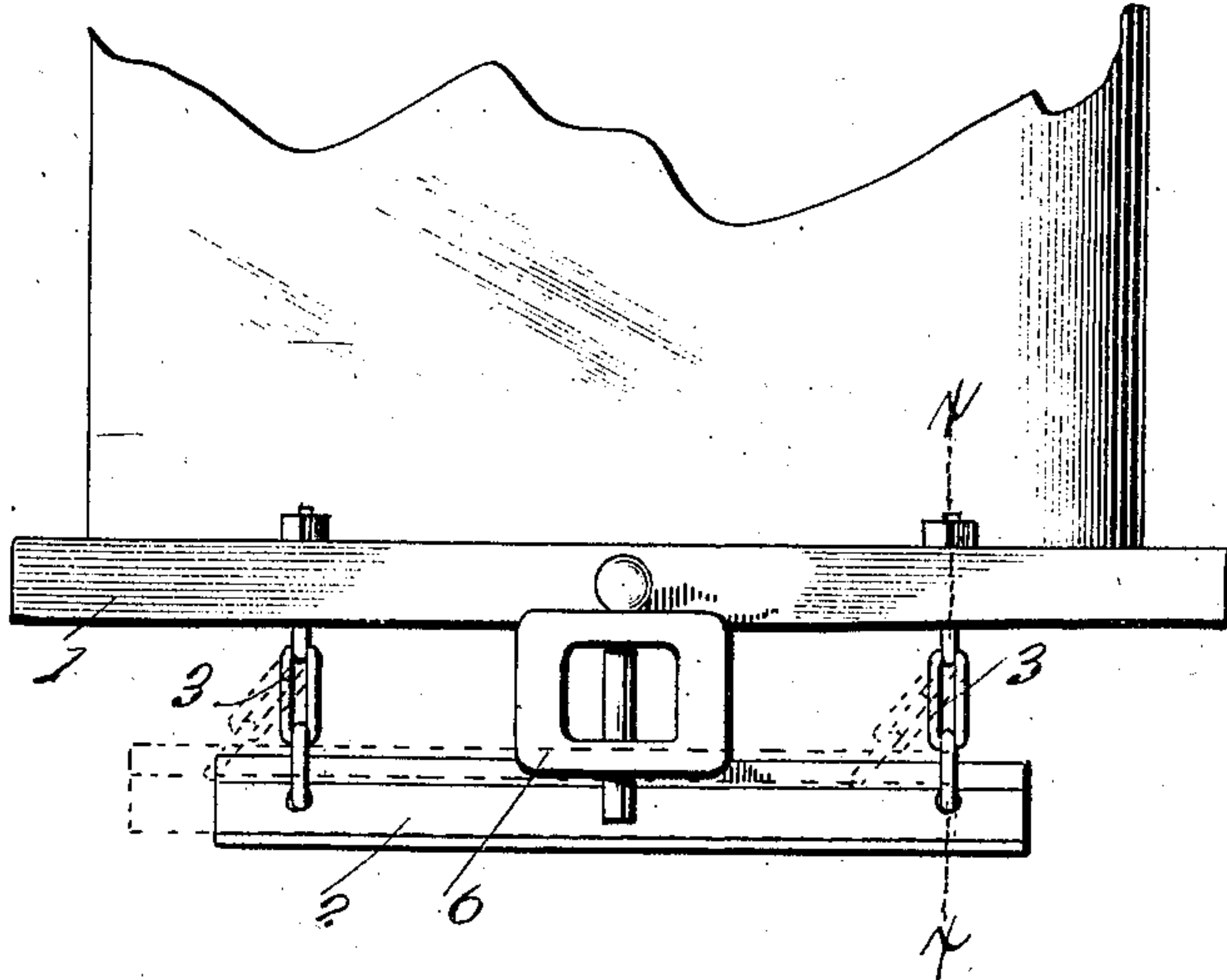


Fig. 2.

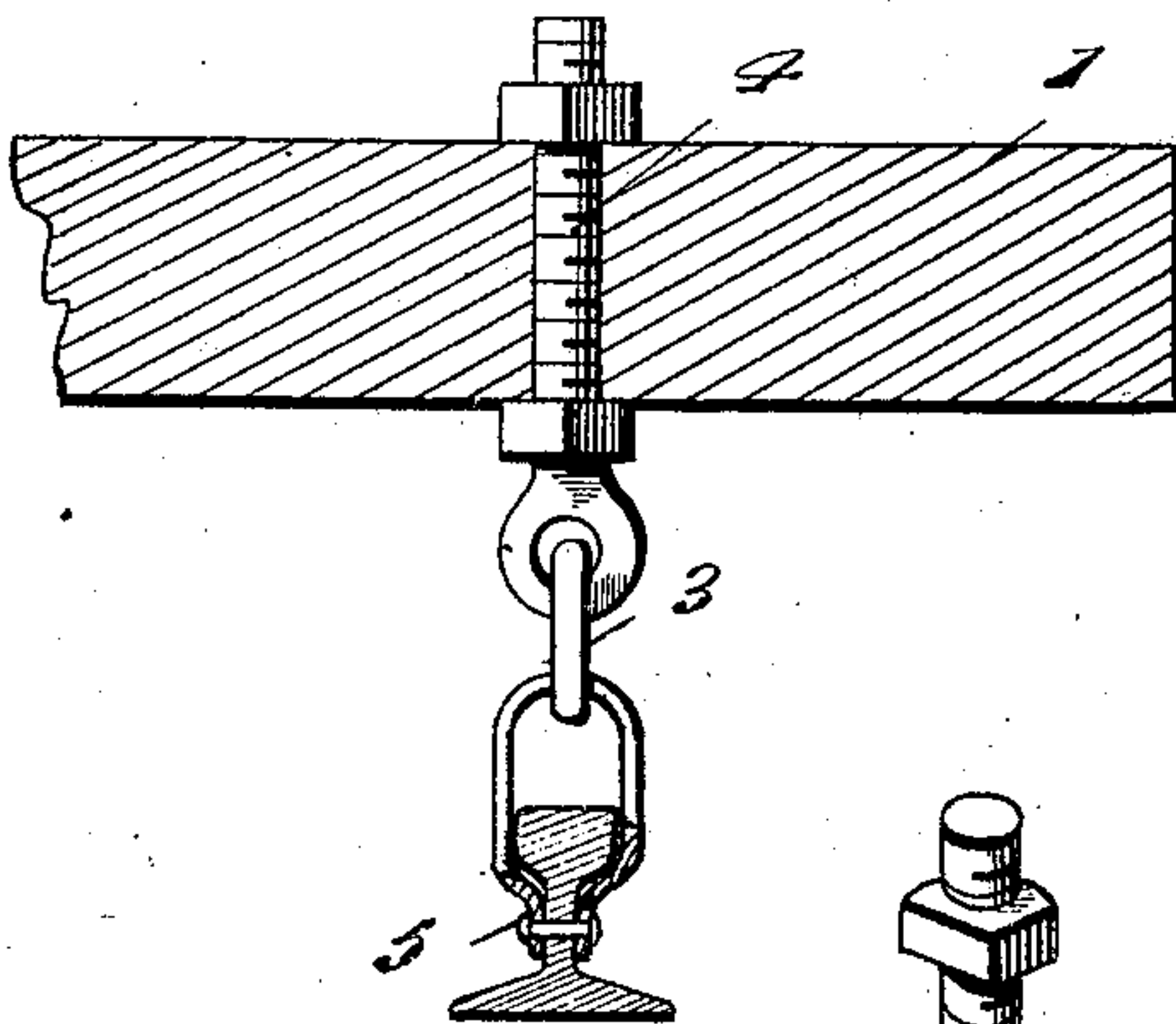
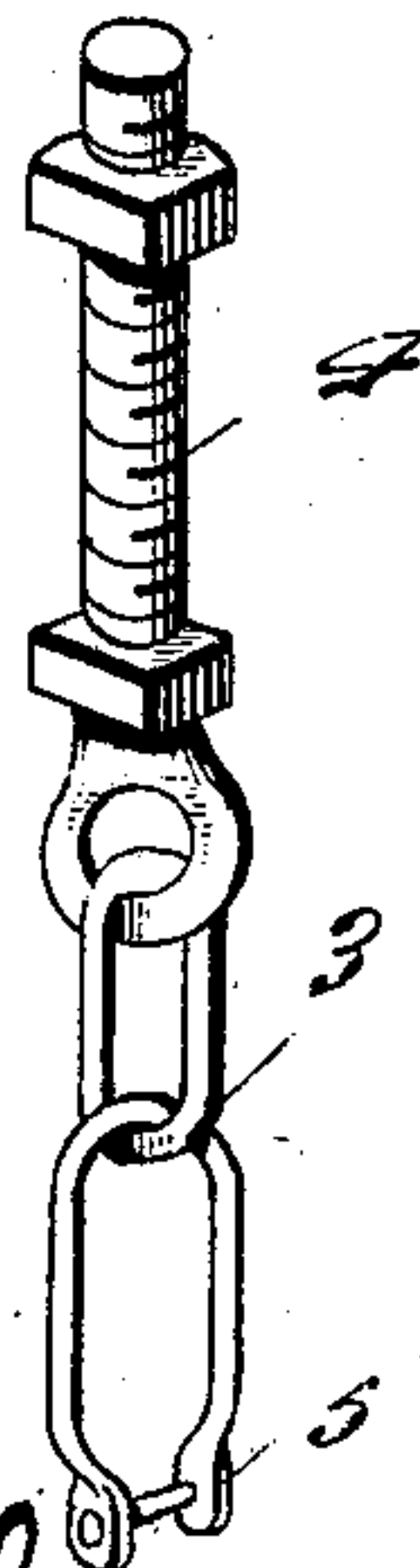


Fig. 3.



Witnesses

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HANGER FOR DRAW-HEADS.

No. 842,253.

Specification of Letters Patent.

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Application filed June 30, 1906. Serial No. 324,215.

To all whom it may concern:

Be it known that I, HARLEY G. SAVAGE, a citizen of the United States, residing at Fort Worth, in the county of Tarrant and State of Texas, have invented certain new and useful Improvements in Hangers for Draw-Heads, of which the following is a specification.

The object of this invention is to provide a novel form of hanger or support for draw-heads, the invention being particularly applicable to street-railway cars and to cars used in suburban and interurban traffic.

The invention contemplates the provision of a hanger which will readily accommodate itself by movement for the movement of the draw-head as the car passes around a curve and which, furthermore, is mounted so as to obviate likelihood of breakage due to mis-coupling and which is very substantial for the purposes for which it is devised.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a front elevation showing a hanger comprising the invention applied to the front of an ordinary type of street-railway car. Fig. 2 is a vertical sectional view taken about on the line X X of Fig. 1. Fig. 3 is a detail perspective view of the pendent connection by which a supporting-beam of the hanger is attached to the car.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Specifically describing the invention, a hanger comprising the same is attached to the bumper 1 at an end of the car, and said hanger consists, primarily, of a draw-head-supporting beam 2, attached to the bumper 1 by means of the pendent connections 3, which preferably consist of a plurality of links, the uppermost of which are attached to the bumper 1 by means of the eyebolts 4. The lower links of the connections 3 are split, as shown in Fig. 3, to receive a pivot-fastening 5, the pivot-fastenings 5 of the connections 3 passing through openings in the opposite end portions of the beam 2. The beam 2

will be made of various sizes, according to the size of the car or draw-head, which latter is indicated at 6. Normally the draw-head rests upon the central portion of the top of the beam 2; but said draw-head is free to move laterally and accommodate for passing of the rolling-stock around curves, all of the time being supported by the beam 2, which will swing laterally also by reason of its connection with the bumper 1. The beam 2 can be made in the shape of the usual railway-rails, and, in fact, railway-rails may be cut into suitable lengths to form these beams.

In addition to the lateral swinging movement admitted of by reason of the connection between the beam 2 and the bumper 1 said beam is adapted for forward and backward movement or a combination of all of the movements above mentioned, and this is advantageous in that under certain conditions should a trainman miscalculate the relative locations of the draw-heads in coupling two cars together and one of the draw-heads should hit the beam 2 the latter will swing rearwardly and will not form a rigid barrier in the path of movement of the draw-head, which under ordinary conditions would break the latter, necessitating replacement thereof. Not only is the beam 2 adapted for the independent forward and rearward movement as regards the draw-head 6, but the draw-head is also adapted for lateral movement upon and independently of the beam 2. The foregoing is advantageous in that though the swinging movement of the beam 2 is sufficient to take up lateral vibration of the draw-head without strain on the connecting parts by which it is attached to the car, yet in passing around short curves, especially such as are found on street-railway tracks, the draw-head 6 can move laterally on the beam 2 sufficient to permit the cars to turn without damage to the draw-heads.

The detail construction and mounting of the several parts as hereinbefore described is of great advantage from the standpoint of the practical use of the mechanism.

Having thus described the invention, what is claimed as new is—

1. In combination, a car, a hanger applied to the car, and a draw-head attached to the car and supported by the hanger for move-

ment with the hanger and for lateral movement upon the hanger independently of movement of the latter.

5 2. In combination, a car, a hanger attached to the car, and comprising a horizontal beam, and flexible connections securing opposite ends of said beams to the car, and a draw-head attached to the car and resting upon the beam of the hanger for movement

with said beam, and lateral movement of the to beam independently of movement of said beam.

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

HARLEY G. SAVAGE. [L. s.]

Witnesses:

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