

No. 861,389.

PATENTED JULY 30, 1907.

H. C. PRIEBE.
DRAW BAR EXTENSION.
APPLICATION FILED MAY 14, 1906.

Fig. 1.

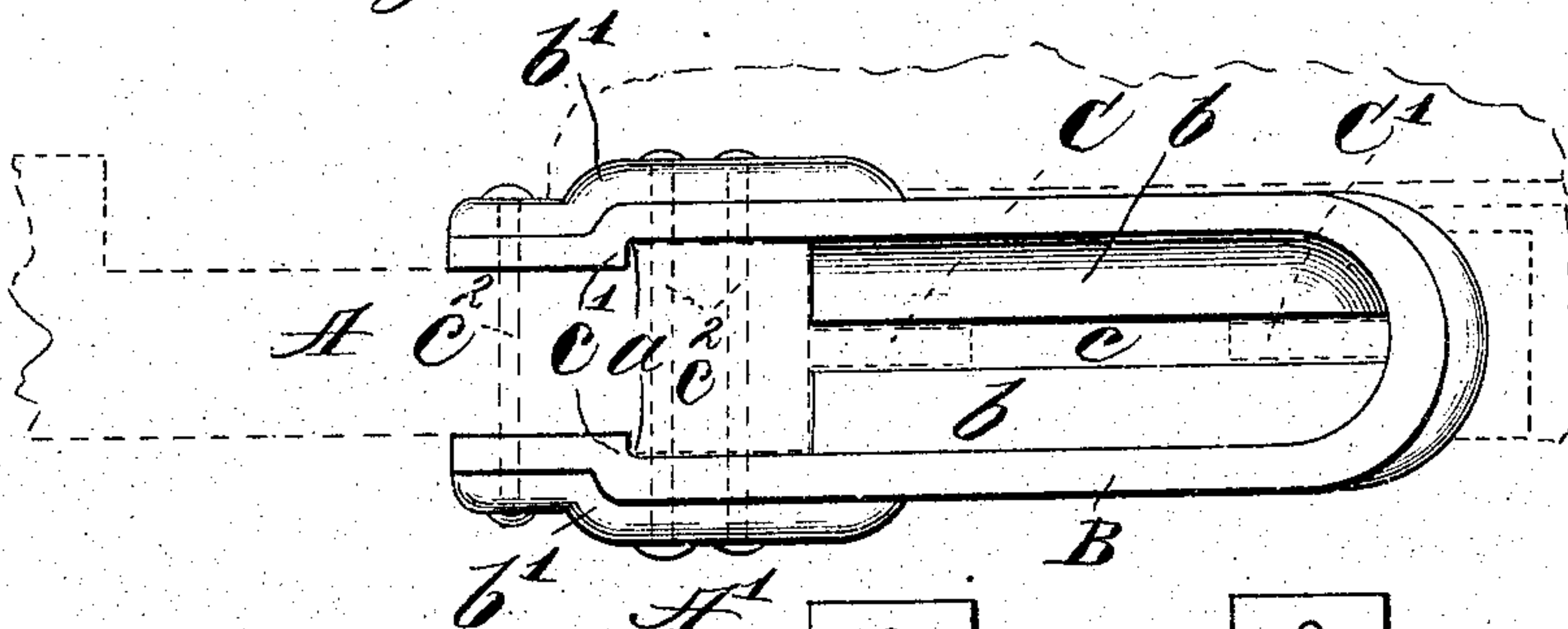


Fig. 2.

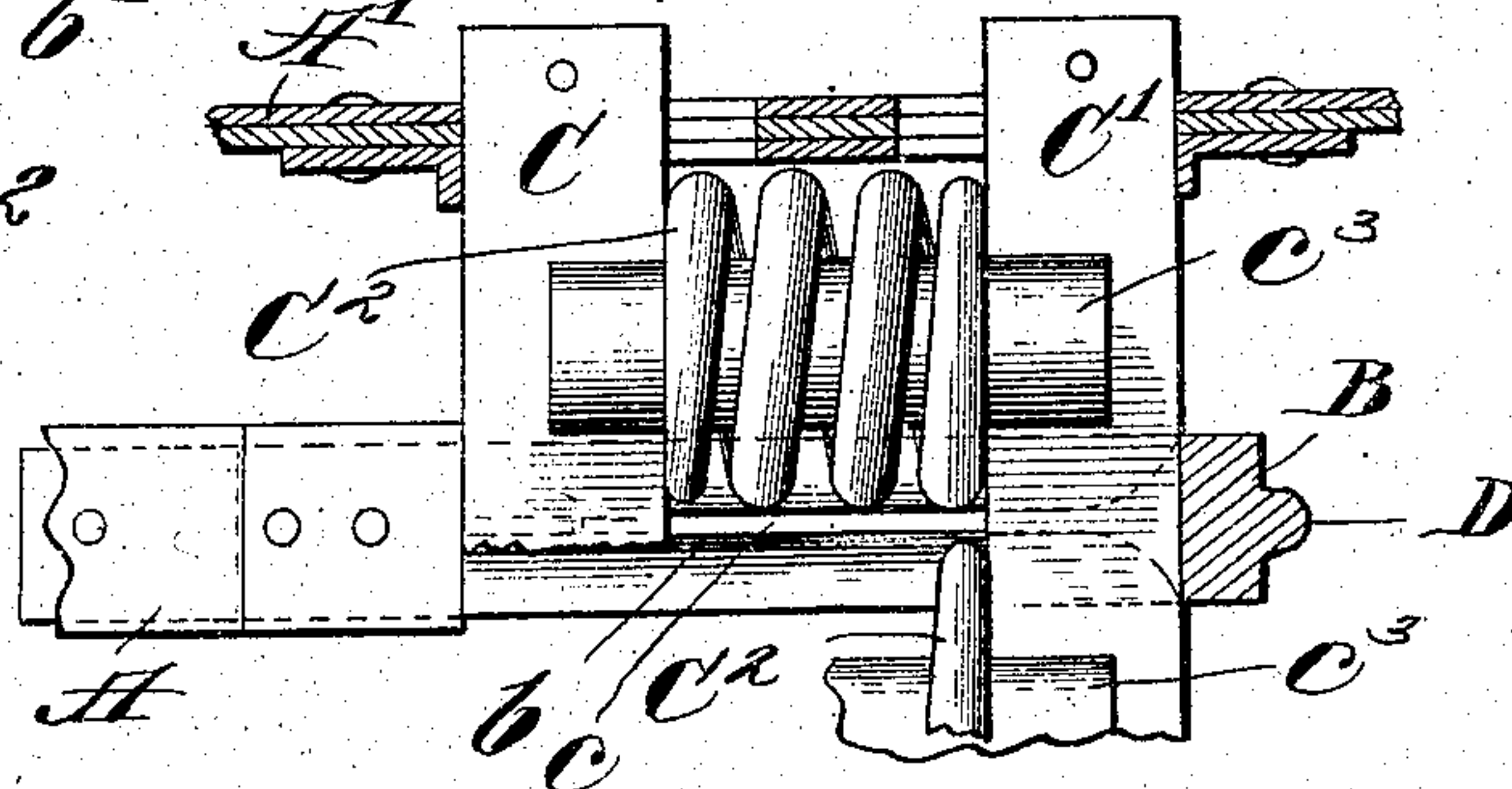


Fig. 3.

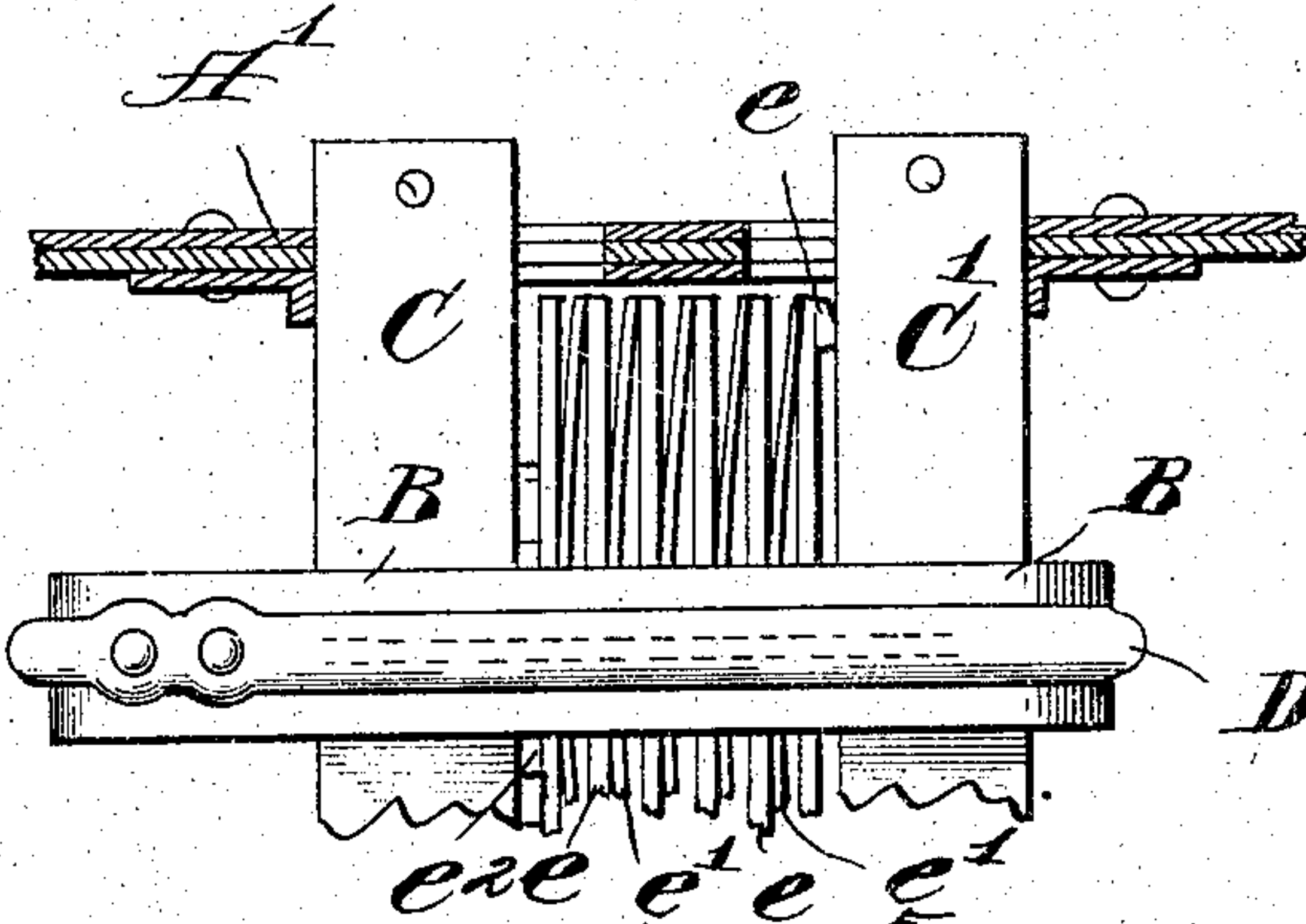


Fig. 6.

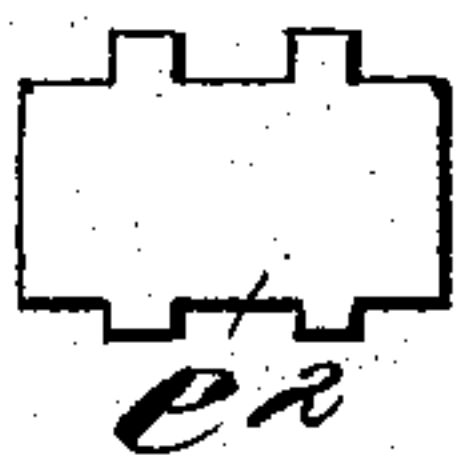


Fig. 4.

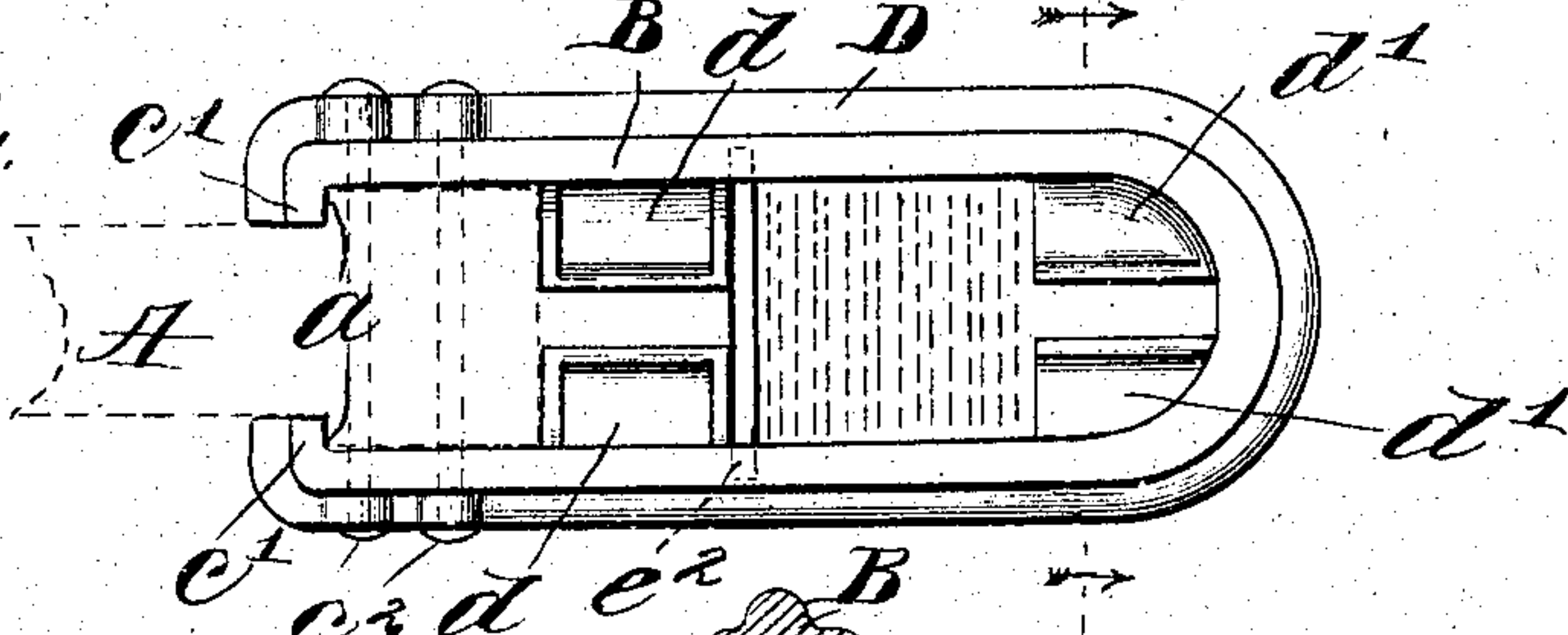
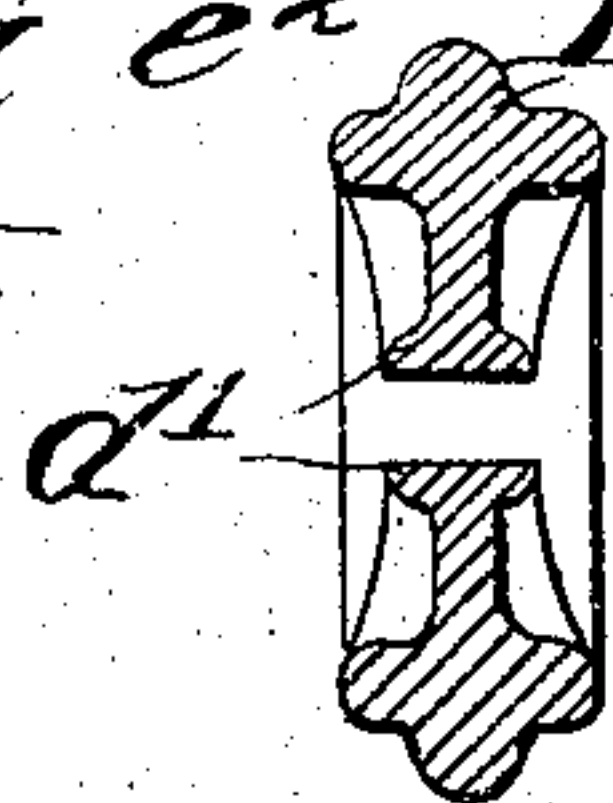


Fig. 5.



Witnesses:

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DRAW-BAR EXTENSION.

No. 861,389.

Specification of Letters Patent.

Patented July 30, 1907.

Application filed May 14, 1906. Serial No. 316,695.

To all whom it may concern:

Be it known that I, HERMAN C. PRIEBE, a citizen of the United States, residing at Blue Island, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Draw-Bar Extensions, of which the following, taken in connection with the drawing, is a description.

My invention has for its object the production of an improvement in draw bars, more particularly with that part of the construction which coöperates with the draft rigging, and is designed to be used upon railway cars in combination with different forms of draft rigging.

In this instance my invention resides more particularly in the draw bar extension shown in the accompanying drawing.

The novel features and advantages of my invention will be hereinafter pointed out in the following description.

In the accompanying drawings, in which I have used like letters of reference to indicate like or corresponding parts, I have illustrated what I now consider the preferred form of my invention and in these drawings Figure 1 is a side elevation of my invention; Fig. 2 is a top plan view of the same, partly in section and illustrating the use of the coiled compression springs; Fig. 3 illustrates a top plan view of my draw bar extension with transverse leaf compression springs; Fig. 4 is a side elevation of Fig. 3, with the follower bars removed, and Fig. 5 is a sectional view taken on line 5-5 of Fig. 4. Fig. 6 is a plan view of the resistance plate disposed between the draw bar and the transverse springs.

In carrying out my invention A represents a draw bar which is of the usual Master Car-Builders' construction having at the rear thereof the shoulder *a*.

A' are the draft sills upon each side of the car, one side only being shown for the purpose of illustration.

Rigidly secured to the tail of the draw bar is an extension B, said extension B having a web *b* between the top and bottom thereof throughout the greater portion of its length. This web is provided with an elongated opening *c* through which is extended the follower bars C, C'. The extension B is provided with shoulders *c'* which take over the shoulders *a* on the tail of the draw bar. As illustrated in Fig. 1 I have provided a strengthening strip *b'* upon the top and bottom of the extension B, which may or may not be used as desired. Bolts *c²* or other fastening means secure the extension B to the draw bar A and hold the same rigidly in position. Compression springs C² are disposed between the follower bars C, C' upon each side of the web *b* in the extension B. A spring seat *c³* which is slotted at each end thereof rests upon each of the follower bars and supports the compression springs in proper position.

In Figs. 3 and 4 I have illustrated the use of leaf springs in combination with my draw bar extension, also a reinforcing strip D which entirely surrounds the extension B and hooks over the shoulders *c'*. In this instance lugs or projections *d d'* are provided between the upper and lower portions of the extension B between which projections are a plurality of transverse springs *e, e'*, disposed parallel with the follower bars C, C'.

As shown in Fig. 3 the springs *e* are straight and the springs *e'* are concave, and are so assembled that they alternate with each other. A plate *e²* is disposed between the projections *d* and the transverse springs, which plate receives the impact of the springs on the forward pull; the rear plate *e* rests upon each end thereof against the follower C' and in operation receives the impact of the buffing strain. It will be observed that at all times the strain is distributed at the three points mentioned and transmits the same action to the springs upon either the buffing or pulling strain.

In the drawings I have illustrated my invention used with either transverse leaf springs or twin coil springs, but wish to be understood as contemplating also the use of outside compression springs, such for instance as are illustrated in my Patents Nos. 747,637; 799,262 and 799,263.

I claim:

1. In a device of the class described, the combination of the underframing of a car, a draw bar having a rearward extension rigidly secured thereto, and an elongated web formed integrally with said extension.

2. In a device of the class described, the combination of the underframing of a car, a draw bar having a rearward extension rigidly secured thereto, and a web formed integrally with said extension, said web having an elongated opening therethrough.

3. In a device of the class described, the combination of the draft sills of a car, a draw bar movable between said sills, an extension rigidly secured to and made a part of said draw bar, a web formed integrally with the top and bottom of said extension, said web having an elongated slot therethrough, coincident elongated slots through the aforesaid draft sills, follower bars extending through said slots, and a plurality of cushioning springs between said follower bars.

4. In a device of the class described, the combination of the draft sills of a car, a draw bar movable between said sills, an extension rigidly secured to and made a part of said draw bar, projections extending inwardly from the top and bottom of said extension, follower bars extending through said extension and through the aforesaid draft sills, and transverse springs disposed between said follower bars inside of the draft sills.

5. In a device of the class described, the combination of the underframing of a car, a draw bar movable therein, an extension rigidly secured to said draw bar, oppositely extending projections upon the inside of said extension, follower bars extending through said extension and between the aforesaid projections, and leaf springs disposed between said follower bars and parallel therewith.

6. In a device of the class described, a draw bar, an extension rigidly secured to said draw bar, oppositely

extending projections upon the inside of said extension follower bars, transverse springs extending parallel with said follower bars and a resistance plate between the forward follower and said springs.

5. 7. In a device of the class described, the combination of the draw bar, a rearward extension, a strengthening strip surrounding said extension, said strip and the rearward extension rigidly secured to the draw bar, integral projections upon the inside of said extension follower bars

extending through said extension between the aforesaid 10 projections and alternate straight and concave springs between and parallel with said follower bars.

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

HERMAN C. PRIEBE.

Witnesses:

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JAMES N. CRANE.