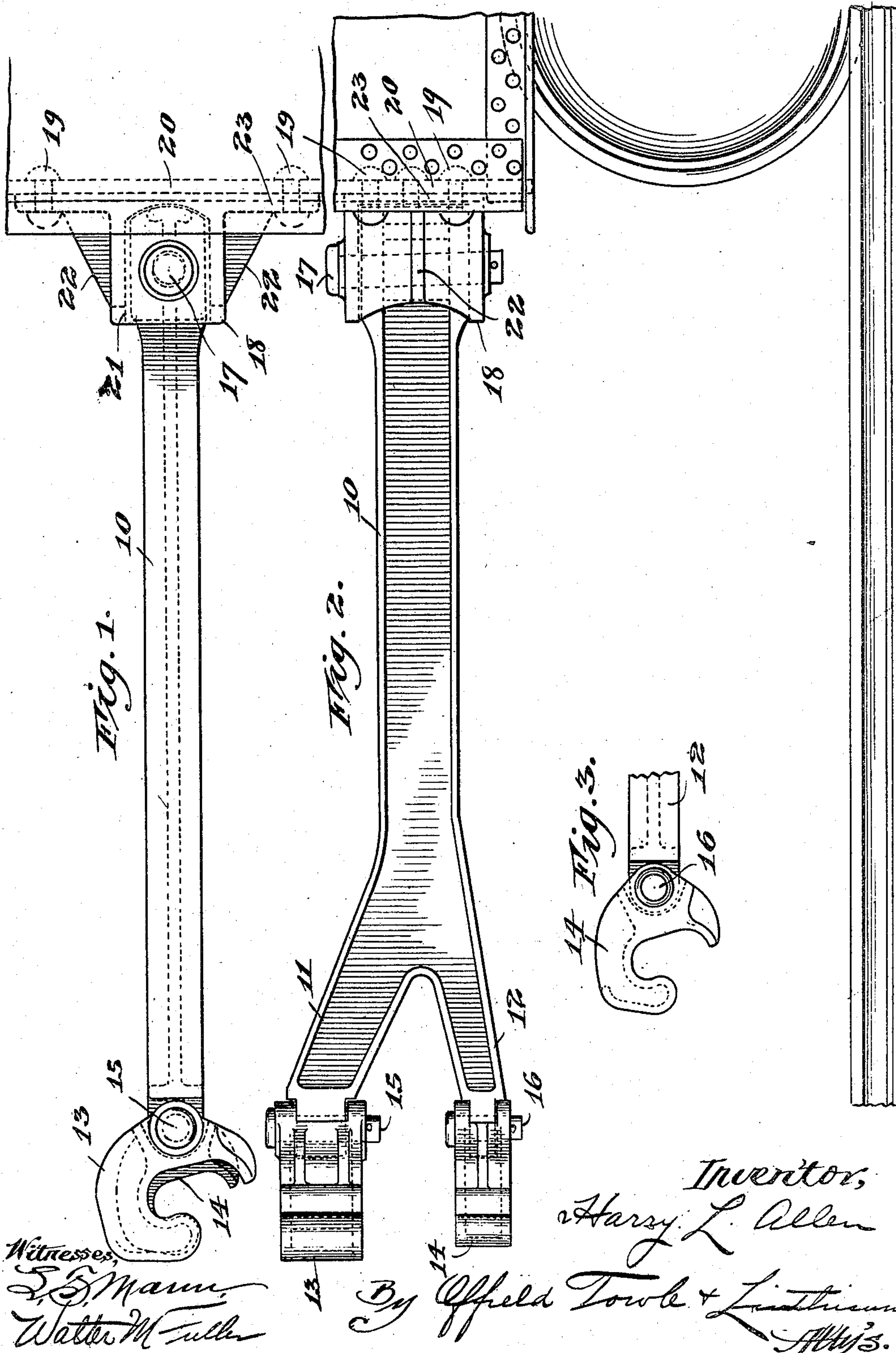


H. L. ALLEN.
RAILWAY DRAW BAR.
APPLICATION FILED NOV. 9, 1908.

915,722.

Patented Mar. 23, 1909.



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UNITED STATES PATENT OFFICE.

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RAILWAY DRAW-BAR.

No. 915,722.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HARRY L. ALLEN, a citizen of the United States, residing at Alliance, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Railway Draw-Bars, of which the following is a specification.

My invention relates to draw-bars suitable for use on locomotive cranes and similar devices, especially those railway vehicles having comparatively large overhanging parts or portions. Its principal aim and object is the provision of such a device which may be readily coupled to either an ordinary car of usual height or to small charging or works cars frequently found in manufacturing establishments.

In the preferred embodiment of the invention the draw-bar proper is comparatively long, so that the car to which it is attached will avoid the overhanging part of the crane, and is equipped at its outer or free end with a plurality of overlying branches, preferably two, each desirably equipped with a coupler-head. The lower head and branch may be used for coupling or connecting to a small charging or manufacturing works car, while the upper coupler head and branch of the draw-bar are provided for use in connection with cars of standard size and height.

In order that this invention may be fully understood and appreciated, I have illustrated the same in the accompanying drawing, forming a part of this specification, wherein like reference characters refer to the same parts throughout the various views.

In the drawing—Figure 1 is a plan view of a portion of a railway vehicle such as a locomotive crane equipped with one of my improved draw-bars; Fig. 2 is a side elevation of the construction shown in Fig. 1; and Fig. 3 is a plan view of the lower coupler-head and a part or fragment of the lower branch of the draw-bar.

The draw-bar proper 10 is of substantially I-shape in cross-section and is long in comparison to its other dimensions. At its outer end it is divided into two branches 11

and 12 preferably overlying one another, the upper one being of desirably greater depth and strength than the lower one, since the load to which it may be subjected is likely to be somewhat greater than that imposed upon the under branch. These branches or divisions are likewise of I-section, the same as the main body of the draw-bar, and the outer ends of these branches are each equipped with a coupler-head 13 and 14, respectively, pivoted on the branches by means of pivot pins 15 and 16, respectively. At its inner end this draw-bar is usually given greater depth than its main body, the thickened portion being apertured to accommodate a connecting or hinge-pin 17 passed therethrough and also through aligned or registering apertures in a pocket or casting 18 riveted at 19 or otherwise secured to the end sill or cross or transverse member 20 of the locomotive crane or other vehicle. The casting 18 on its front face is supplied with a recess adapted to accommodate the end of the draw-bar, the side walls of the pocket being strengthened and held in position by integral braces 22, while the rear portion of the pocket or casting is considerably extended laterally and has a plate or similar portion 23 adapted to directly bear against the plate or bar 20 of the vehicle.

When the locomotive crane is to be secured to a car of standard dimensions the upper branch 11 and its coupler-head 13 are employed, whereas when a small car such as is used in manufacturing works or plants is to be connected to the crane the lower branch 12 and its pivoted coupler-head are used.

The invention herein set forth is not restricted to the precise structures shown and described, because the same may be modified in minor mechanical details without departure from the substance of the invention or the sacrifice of its benefits and advantages.

I claim:

1. A railway vehicle draft mechanism having a draw-bar equipped at its outer end

with a plurality of branches, each of said branches having a coupler-head secured thereto, substantially as described.

2. As an article of manufacture, a draw-bar adapted to be secured at one end to a railway vehicle and having at its opposite end a plurality of branches at different heights, the outer end of each of said

branches being adapted to have a coupler-head secured thereto, substantially as described. 10

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