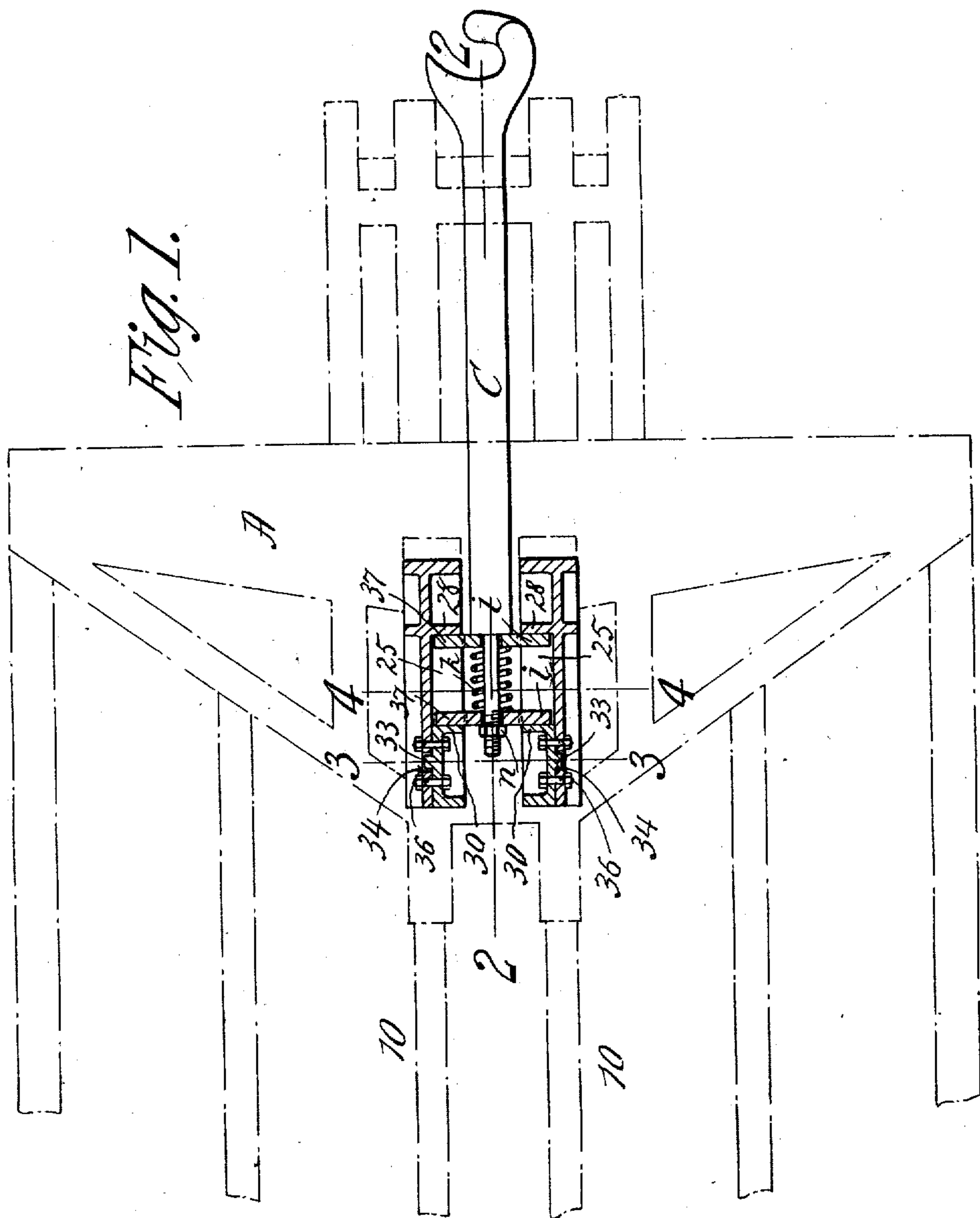


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 DRAW BAR MECHANISM FOR RAILWAY CARS.
 APPLICATION FILED FEB. 9, 1909.

930,278.

Patented Aug. 3, 1909.
 2 SHEETS—SHEET 1.



WITNESSES:

H. L. Sprague
R. M. Mowry

INVENTOR,

Chas. M. Evans,

BY

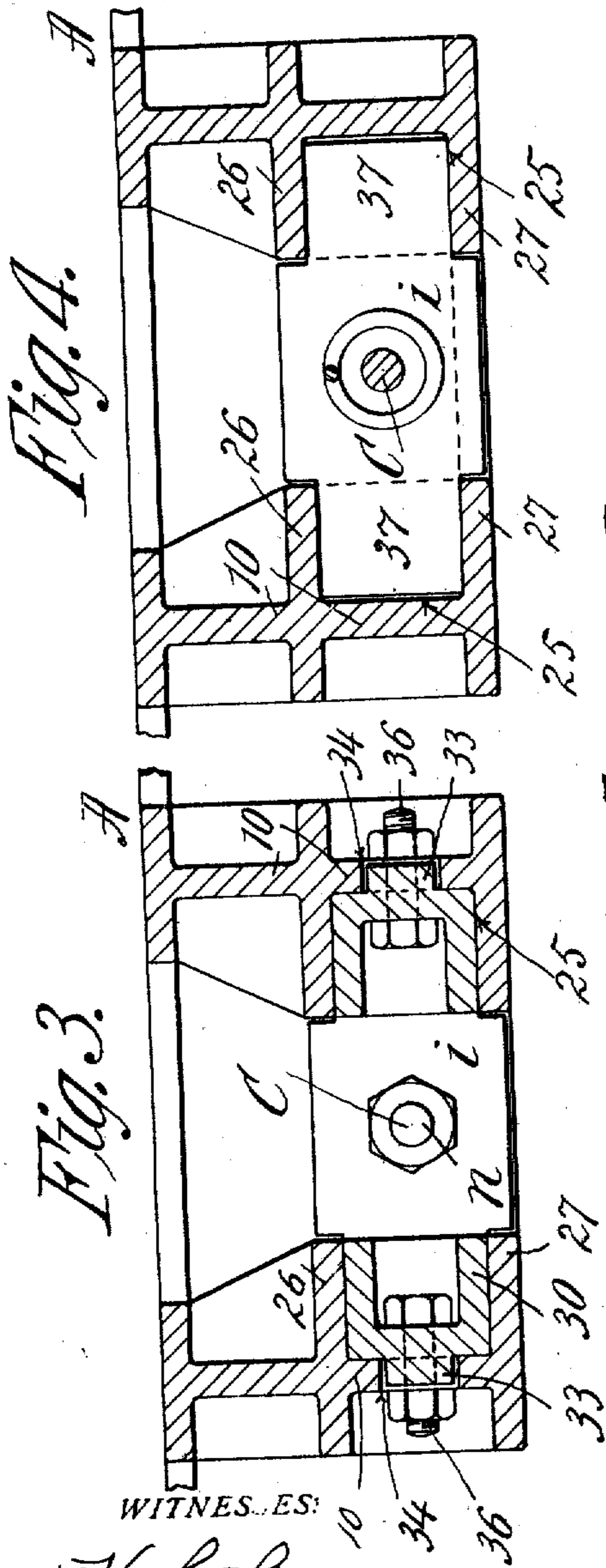
Wm. H. Quinn

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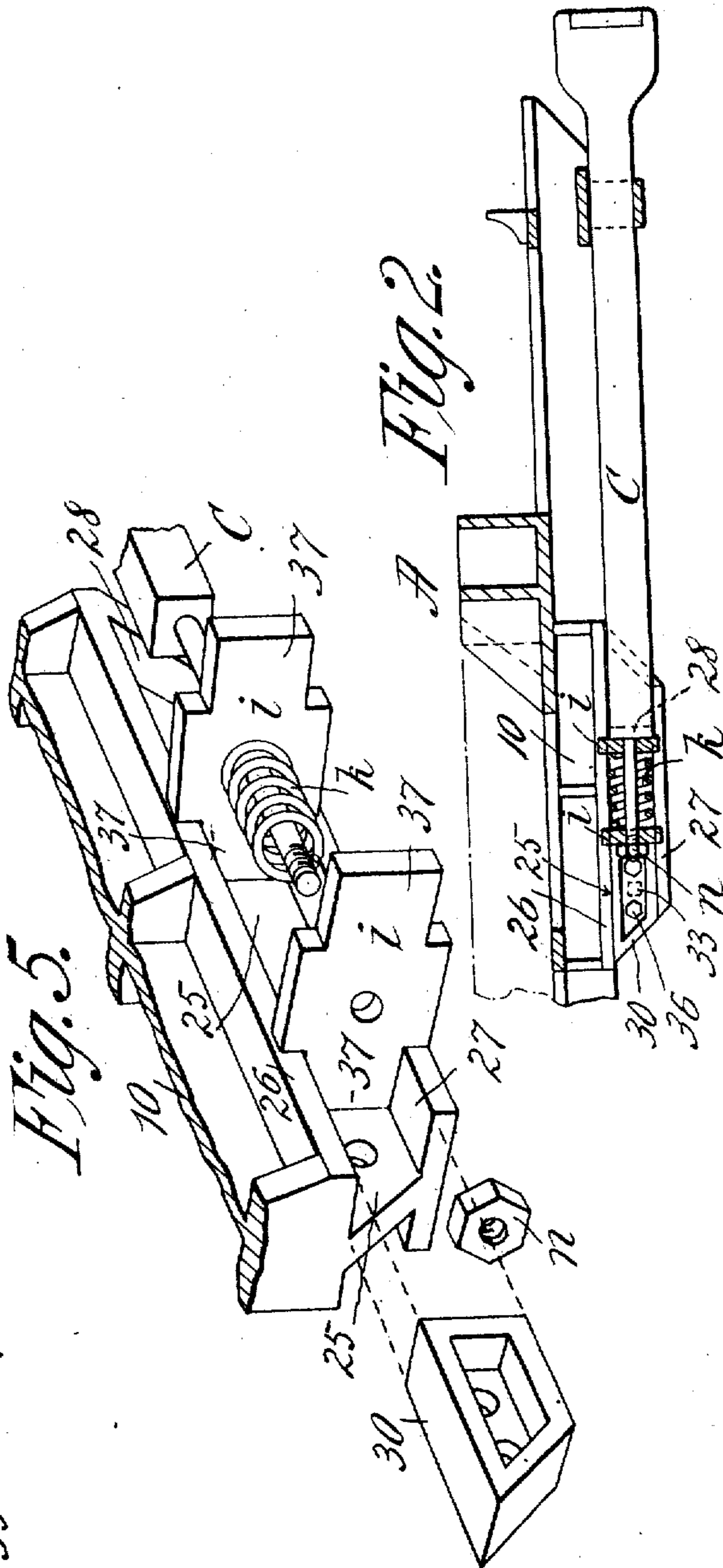
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UNITED STATES PATENT OFFICE.

CHARLES M. EVANS, OF SPRINGFIELD, MASSACHUSETTS, ASSIGNOR TO JENNIE EVANS, OF SPRINGFIELD, MASSACHUSETTS.

DRAW-BAR MECHANISM FOR RAILWAY-CARS.

No. 930,278.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Original application filed July 15, 1908, Serial No. 443,723. Divided and this application filed February 9, 1909. Serial No. 476,977.

To all whom it may concern:

Be it known that I, CHARLES M. EVANS, a citizen of the United States of America, and resident of Springfield, in the county of Hampden and State of Massachusetts, have invented certain new and useful Improvements in Draw-Bar Mechanisms for Railway-Cars, of which the following is a full, clear, and exact description.

This invention relates to improvements in the means for acquiring the interlocking engagement of the draw bar of a railway car with the end portion of the underframe or floor frame, with the object of readily enabling in a simple and practicable manner, and with a view to cheapness of construction, the connection and disconnection of the parts.

The invention is described in conjunction with the accompanying drawings, and is defined in the claims.

In the drawings:—Figure 1 is a plan view of the draw bar and a horizontal longitudinal sectional view of lower portions of the floor frame with which it is engaged,—the plan formation of the portion of the underframe which is above the parts in section being represented by broken lines. Fig. 2 is a longitudinal sectional view as taken on line 2—2, Fig. 1; Figs. 3 and 4 are cross sections taken respectively on lines 3—3, and 4—4, Fig. 1; Fig. 5 is a perspective view, for particularly showing, in partially separated relations, the parts most prominently comprised in the present invention.

Similar characters of reference indicate corresponding parts in all of the views.

In the drawings, A represents the end or "head" portion of a railway car underframe having separated parallel horizontal and longitudinally ranging depending members 10, 10, constructed with inwardly opening pockets or channels 25, 25, as produced by the upper and lower parallel horizontally inwardly extending flanges or flat, comparatively wide, ribs 26 and 27. These pockets or channels have forward end abutments 28 (which are preferably integral with the parts 10, 26 and 27); and said channels are open to their rear ends, and they receive in rear portions thereof, and suitably far to the rear of the abutments 28, removable abutments 30, 30, which, as shown, are constructed in the form of cored-out blocks

provided with dowels, or inwardly projecting studs, 33, which have close fitting engagements in sockets or mortises 34 in the portions 10, 10, which constitute the vertical walls of the said longitudinally ranging, inwardly opening, channels.

The draw bar C centrally horizontally and longitudinally disposed under the head frame and having its rear attenuated extremity between the inwardly opening mouths of the channels 25, 25, is extended through the apertured separated and forwardly and rearwardly located buffer plates *i, i*, the side ears or extensions 37, 37, of which laterally extend and slidingly fit in the oppositely located pockets 25, 25, the forward buffer plate having the forward surfaces of its extensions 37 in contact against the permanent abutments 28, while the rearwardly located buffer plate normally rearwardly contacts by its extensions against the forward ends of the removable abutments 30, 30. The draw bar spring *k* is in compression as usual between the buffer plates *i, i*; and the nut *m* forms the means of engagement, as common, between the rear end or shank of the draw bar and the rearward one of the buffer plates.

When it is desired to disconnect or take out the draw bar buffer plates,—the draw bar being disconnected therefrom, the bolts 36 are removed, the abutment blocks 30, 30, are forced slightly transversely inwardly to disengage their dowels 33 from within the sockets 34, and then the abutment blocks are slid longitudinally rearwardly along, and out from the rear open ends of the pockets, thereby leaving no impediment to the rearward sliding, for removal of either or both of the buffer plates.

A construction of "head" or end portion of a railway car underframe to which the present invention is especially well applicable is illustrated and described in my original application for patent, of which this is a division, filed July 15, 1908, Serial No. 443,723, although the application of the present draw bar mechanism is in no manner to be understood as confined to employment in an underframe of the particular form and construction shown in my other case.

I claim:—

1. The combination with the head frame

comprising separated, parallel, longitudinally ranging members provided with channel-like pockets in their inner sides having forward end walls and rearwardly open, of follower plates having extensions engaging in said pockets, and blocks removably engaged in said pockets constituting rear end abutments for the rear one of the follower plates.

10 2. The combination with the head frame comprising separated parallel longitudinally ranging members provided with channel-like pockets in their inner sides, which have forward end walls, which are open to their rear ends, and which have rectangular aper-

tures at their inner, vertical walls, of a follower plate having extensions slidably engaged in said pockets and blocks constituting rear end abutments for said follower plate having rectangular projections at their backs engaged in said apertures, and means for confining the said blocks in their engagements in the said pockets.

Signed by me at Springfield, Mass., in presence of two subscribing witnesses.

CHARLES M. EVANS.

Witnesses:

WM. S. BELLWS.

G. R. DRISCOLL.