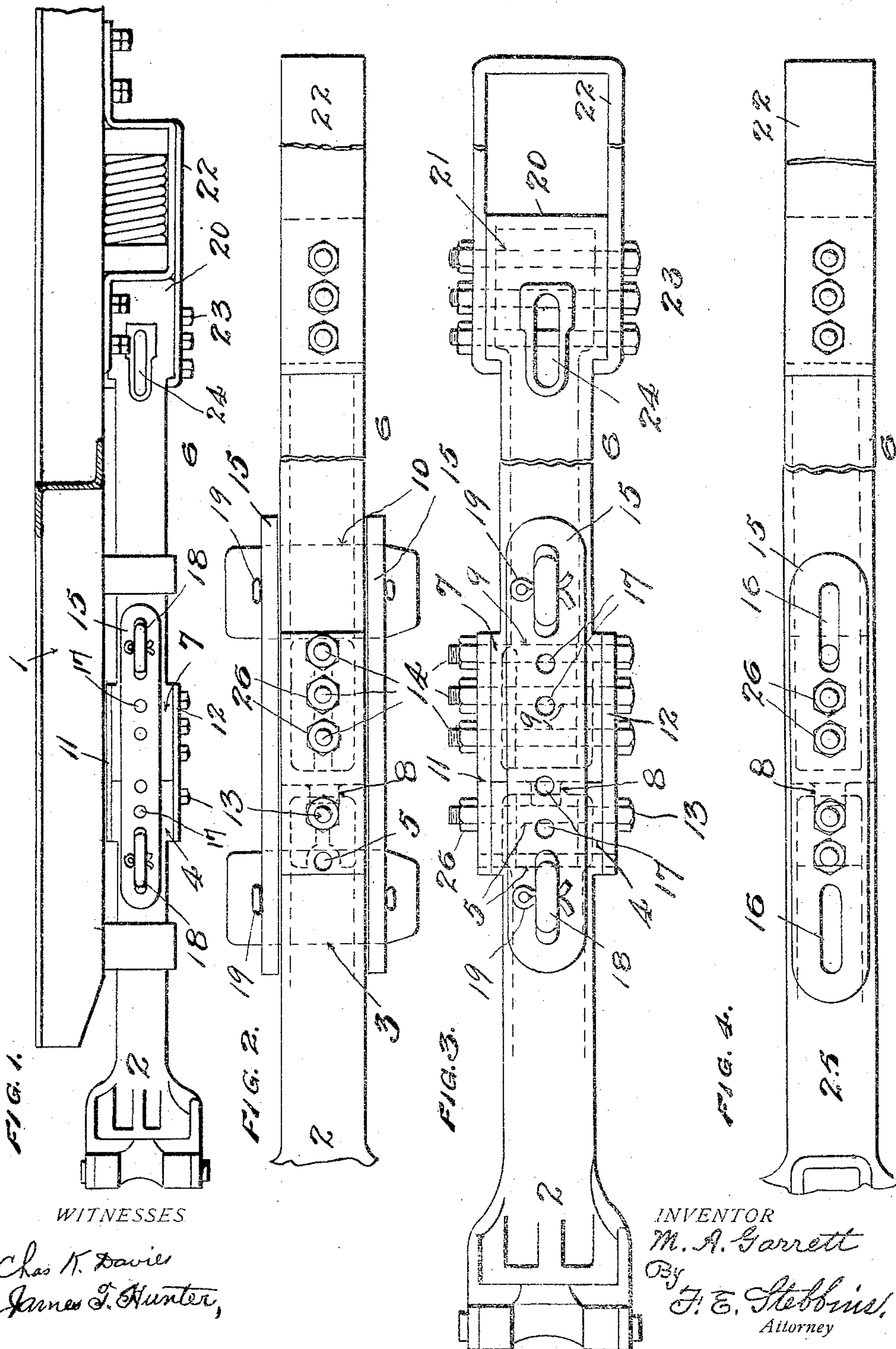


DRAW BAR AND EXTENSION SHANK FOR CARS.

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WITNESSES.

Chas K. Davies
James T. Hunter,

INVENTOR

M. A. Garrett
By F. E. Stebbins.
Attorney

UNITED STATES PATENT OFFICE.

MYERS A. GARRETT, OF CHICAGO, ILLINOIS.

DRAW-BAR AND EXTENSION-SHANK FOR CARS.

No. 931,193.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MYERS A. GARRETT, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Draw-Bars and Extension-Shanks for Cars, of which the following is a specification.

By reason of the platforms of passenger cars generally being made separate from the car body and their tendency to sag when subjected to strains, it has been the practice to locate the draft and buffing springs under the end of the car body and back of the platform. This has necessitated the use of a long draw bar of special construction which is not interchangeable with the draw bar of couplers as applied to freight cars. Consequently railroads have been obliged to carry in stock two or more types of draw bars, one for passenger cars and another for freight equipment.

The object of my invention is the provision of a draft and buffing gear for passenger cars so constructed that the type of draw bar used on freight cars can also be used for passenger cars.

The standard M. C. B. freight coupler at the end of the draw bar is made with two vertical holes for rivets or bolts and sometimes with a horizontal slot at right angles to the vertical holes.

A further object of my invention is to provide such an arrangement of the gear as will allow the use of either form of the standard coupler, one being interchangeable with the other.

My invention consists in certain novelties of construction and combinations of parts as hereinafter set forth and claimed.

The accompanying drawing illustrates one example of the physical embodiment of my invention constructed and arranged according to the best mode I have so far devised for the practical application of the principle.

Figure 1 is a side view in elevation of one of the metallic draft beams, secured beneath the platform and end of a passenger car body, a coupler of the M. C. B. freight standard, and an extension or supplemental draw bar, the same disclosing my invention. Fig. 2 is a top plan view of the standard and extension draw bars shown by Fig. 1, and on a larger scale. Fig. 3 is a side view of Fig. 2. Fig. 4 is a top plan view of the extension draw bar and an M. C. B. draw bar which has

the vertical holes but not the slot, united in accordance with my invention.

Referring to the several figures, the numeral 1 designates one of the two parallel draft beams, in this instance metallic beams, located in practice beneath the platform and end of the car body and secured to the platform and body in any desirable way; 2, a standard M. C. B. coupler and draw bar; 3, a horizontal slot at the rear end of the draw bar; 4, the enlarged end of the draw bar, in this instance rectangular in cross section; 5, two vertical holes through the enlarged end of the draw bar; 6, the extension or supplemental draw bar; 7, the front enlarged end of the extension draw bar rectangular in cross section and of the same sectional area as the enlarged end of the standard draw bar; 8, a lug at the end which is seated within a recess made in the standard draw bar; 9, three vertical holes through the enlarged end; 10, a horizontal slot; 11, a perforated top stiffening plate; 12, a perforated bottom stiffening plate; 13, a bolt passed through the perforations in the top and bottom plates and one of the holes 5 in the draw bar; 14, bolts, three in number, passed through the top and bottom plates and the vertical holes at the front end of the extension draw bar; 15, two links; 16, slots at the ends of the links; 17, four holes in each of the links; 18 two keys passed through the slots in the links, the slot in the draw bar, and the slot at the front end of the extension draw bar; 19, cotters passed through holes in the ends of the keys; 20, the enlarged rear end of the extension draw bar; 21, vertical holes; 22, a draw bar yoke; 23, bolts which secure the yoke in position; 24, a horizontal slot to receive a key, whereby the extension draw bar may be used with the well known type of gear in which a key and links are employed in lieu of the yoke; 25, in Fig. 4, is a draw bar having the two vertical holes 5 at the end, but not the slot 3 shown in the other figures; and 26 are the nuts on the bolts.

Figs. 1 and 2 illustrate the normal attachment of the standard draw bar and the extension draw bar. The top and bottom stiffening plates and bolts hold the parts in direct alinement and are not subjected to strains in buffing. In drawing the links relieve the bolts from any serious shearing strains.

Should the standard coupler or draw bar having the slot and holes become broken or

deranged in any way, on the road or otherwise, another one can be substituted by simply removing the front key and bolt 13, as is obvious. Under similar circumstances, where a standard coupler and draw bar having the holes and not the slot is only obtainable—such a draw bar as is shown in Fig. 4—the bolts 13 and 14 are withdrawn, and the top and bottom plates 11, 12 and the keys and links removed. Then the coupler and draw bar is placed in alinement, the two links 15 adjusted upon the top and bottom surfaces of the abutting ends of the standard draw bar and the extension draw bar, and the four bolts passed through the holes in the links and draw bars, as illustrated in Fig. 4. In this instance the top and bottom stiffening plates are not used. However, when such plates are provided with a plurality of holes, sufficient to allow the bolts to be passed through the said plates and the end of the standard draw bar, these plates may be used in lieu of the perforated links for effecting the union of the parts.

What I claim is:

1. The combination in a draw bar and extension shank mechanism, of a standard Master Car Builders' coupler head and shank, said shank having holes at the end; an extension shank having at its rear end means for connecting it with spring mechanism, and its forward end provided with holes; and means for uniting the coupler head and shank to the extension shank consisting of two oppositely applied stiffening plates and bolts, and supplemental metallic means located at right angles to the planes of the stiffening plates.

2. The combination in a draw bar and extension shank mechanism, of a standard Master Car Builders' coupler head and shank, said shank having holes at the end, one of which holes is in a plane at right angles to another; an extension shank having at its rear end means for connecting it to a spring mechanism and its forward end provided with holes, one of which is at right angles to another;

and means for uniting the coupler head and shank to the extension shank consisting of plates with holes and bolts, said plates being applied to the abutting ends of the two shanks in planes at right angles to each other for stiffening the union in horizontal and vertical planes.

3. The combination with a standard draw bar having a horizontal slot, of an extension draw bar with a slot; two perforated links; and two keys passed through the slots in the draw bars and slots in the links.

4. The combination with a standard draw bar having a slot and holes at right angles thereto, of an extension draw bar having a slot and a plurality of holes; two perforated links; two keys; perforated stiffening plates; and bolts secured by nuts.

5. The combination with a standard coupler and draw bar having a slot through the draw bar, of an extension draw bar with a slot; perforated links; keys for securing the links to the draw bars; and means detachably secured to both draw bars for stiffening the union.

6. The combination with a standard coupler and draw bar having holes and a slot, of an extension draw bar having holes and a slot; links having slots and a plurality of holes; and keys for uniting the draw bars through the medium of the links.

7. An extension draw bar having at one end a slot and a plurality of holes at right angles to the slot, and at the other end a slot and a plurality of holes at right angles to the slot.

8. An extension draw bar having its opposite ends enlarged and each end provided with a plurality of holes and a slot, the holes being disposed at right angles to the slots.

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

MYERS A. GARRETT.

Witnesses:

C. M. GARRETT,
N. C. WALKER.