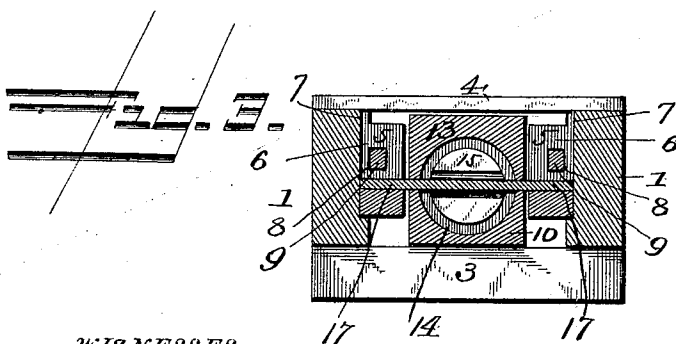
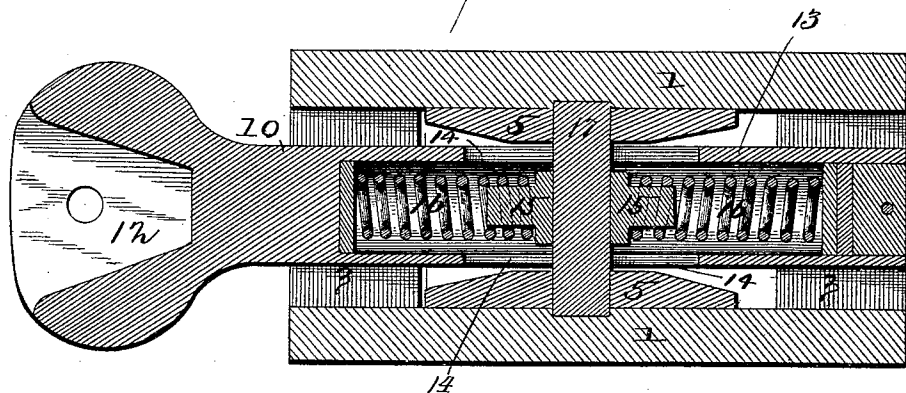
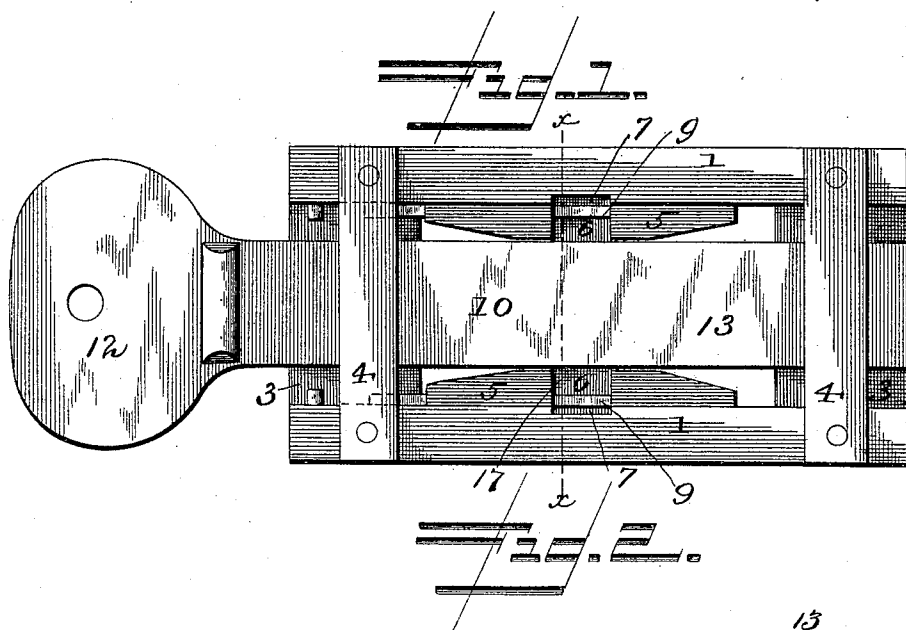


(No Model.)

R. NASH.
CAR COUPLING.

No. 500,074.

Patented June 20, 1893.



WITNESSES:
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UNITED STATES PATENT OFFICE.

RICHARD NASH, OF TACOMA, WASHINGTON, ASSIGNOR OF ONE-HALF TO
DOLPH LEON LEVINO, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 500,074, dated June 20, 1893.

Application filed February 15, 1893. Serial No. 462,419. (No model.)

To all whom it may concern:

Be it known that I, RICHARD NASH, a citizen of the United States, and a resident of Tacoma, in the county of Pierce and State of Washington, have invented certain new and useful Improvements in Drawbars for Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in draw bars for railroad cars of that class in which springs are employed to take up the shock when the cars come together, and the strain when the cars are started.

The object of the invention is to provide an improved device of the above description in which the springs are located in a pocket or recess in the drawbar itself whereby the construction is simplified and the efficiency of the device promoted. The drawbar is also capable of a limited lateral movement so as to give slightly in turning corners.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings: Figure 1 is a plan view of a drawbar and the frame in which it is supported, constructed according to my invention. Fig. 2 is a horizontal section of the same. Fig. 3 is a cross section on the line $x-x$, Fig. 1.

In the said drawings, the reference numeral 1 designates two horizontal beams connected together at the bottom by means of beams 3, and at the top by cross-bars 4. This frame is secured to the car in any suitable manner. To the beams 1 on the inner sides are secured blocks 5, which are beveled from the center to the ends. These blocks are formed with slots or recesses 6, which correspond with recesses 7, in the sides of the beams 1. The outer side of each of the blocks which bear

against the beams is formed with a horizontal groove, 8, in which is located a bar 9, which is horizontally movable.

The numeral 10, denotes the drawbar having a drawhead 12, and a shank 13. In this shank intermediate of its ends is formed a recess 14, to receive a cross-head 15, which is embraced at each end by coiled springs 16. This cross-head is provided with lateral arms 17, projecting through slots 14, in the sides of the shank which fits in the recesses 6 and 7 in the blocks 5, and beams 1, being retained in place, and vertical movement prevented by means of the bars 9.

The operation will be readily understood. When the cars come together, the draw-bar will gradually take up the shock by means of the coiled springs and cross-head, the draw-bar moving on the lateral arms 17. In starting the car the strain will be similarly taken up.

I am aware that a spring actuated or yielding draw-bar is not new in itself, and therefore I make no board claim thereto, but confine my claim to the construction above described.

Having thus described my invention, what I claim is—

The combination with the horizontal beams having recesses at the center, the beveled blocks secured to said beams having recesses registering with the recesses in the beams, and with grooves upon their outer sides and the horizontally movable bars located in said grooves, of the drawbar provided with a shank having a recess and intersecting slots, the cross-head and springs located in said recess, and the lateral arms projecting through said slots and seated in the recesses in the beams and blocks, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

RICHARD NASH.

Witnesses:

ARTHUR ERI MORSE,
J. THOS. HICKEY.