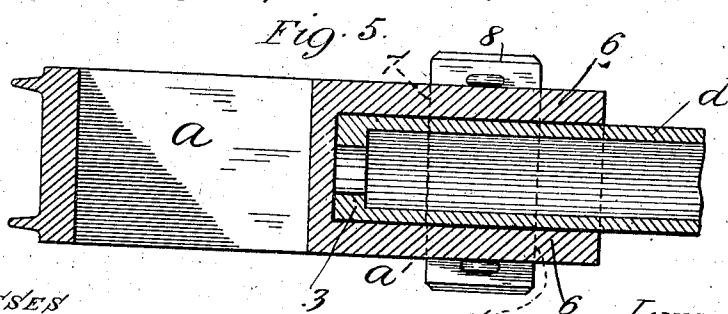
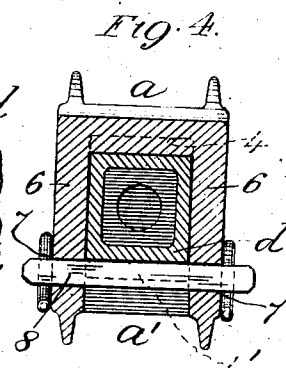
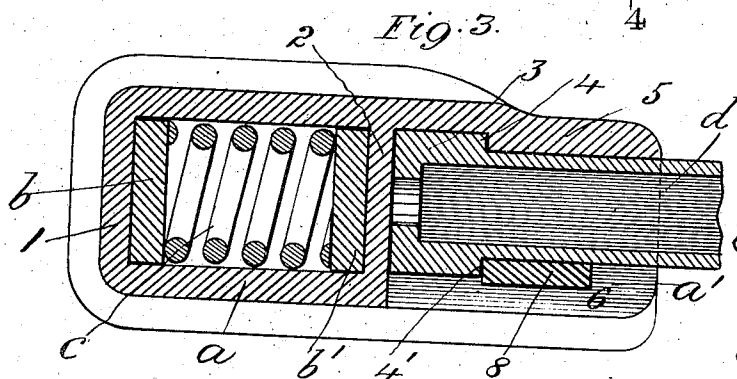
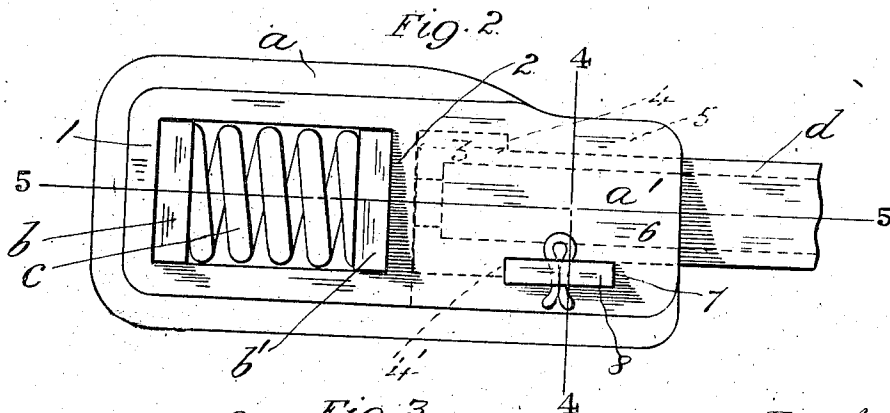
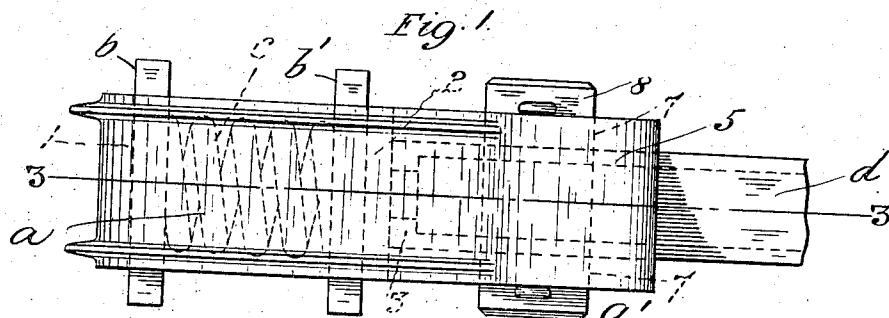


C. L. BUNDY & J. J. ACKER.
 DRAW BAR AND YOKE ATTACHMENT FOR DRAFT GEARS.
 APPLICATION FILED APR. 10, 1909.

939,390.

Patented Nov. 9, 1909.



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UNITED STATES PATENT OFFICE.

CYRUS L. BUNDY, OF JERSEY CITY, NEW JERSEY, AND JULIUS J. ACKER, OF HORTON, KANSAS, ASSIGNORS TO TRANSOM DRAFT GEAR COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION OF DELAWARE.

DRAW-BAR AND YOKE ATTACHMENT FOR DRAFT-GEARS.

939,390.

Specification of Letters Patent.

Patented Nov. 9, 1909.

Application filed April 10, 1909. Serial No. 489,165.

To all whom it may concern:

Be it known that we, CYRUS L. BUNDY and JULIUS J. ACKER, citizens of the United States, residing, respectively, at Jersey City, in the county of Hudson and State of New Jersey, and at Horton, in the county of Brown and State of Kansas, have invented a new and useful Improvement in Draw-Bar and Yoke Attachments for Draft-Gear, of which the following is a specification.

Our invention relates to improved means for attaching the draw-bar to the yoke or pocket-strap of a car draft-gear, and has for its object to enable the draw-bar to be assembled and secured to, and removed from the yoke without interference with the springs and followers contained thereby, and without the use of rivets or bolts.

The invention consists in features of novelty as hereinafter described and claimed, reference being had to the accompanying drawing forming part of this specification, whereon,

Figure 1 is a top plan view of our improved draw-bar and yoke attachment; Fig. 2, a side elevation thereof; Fig. 3, a vertical longitudinal section therethrough on line 3, 3, in Fig. 1; Fig. 4, a vertical transverse section through the same on line 4, 4, in Fig. 2, and Fig. 5, a horizontal section thereof on line 5, 5, in Fig. 2, omitting the spring and follower-plates seen in Figs. 1, 2, and 3.

Like letters and numerals of reference denote like parts in all the figures.

In carrying out our invention, we substitute for the ordinary U-shaped yoke or pocket-strap, a preferably rectangular loop-shaped yoke *a* having its four circumscribing walls integral and adapted to contain in the present case, the follower-plates *b*, *b'*, and spring *c*; the rear follower-plate *b* in the normal position of the parts bearing against the rear end wall 1, and the front follower-plate *b'* against the front end wall 2 of the yoke *a*.

On the outside of and preferably integral with the front end wall 2 of the yoke *a* in longitudinal alinement with the latter, is formed a suitably shaped pocket *a'* which is preferably of a rectangular inverted U-shape in cross section and closed on all sides except at the bottom and front, through which the draw-bar *d*, having its rear end portion 3

deeper than the adjacent part thereof to form a top and bottom shoulder 4, 4', respectively therewith in the usual well-known manner, is inserted, the front end wall 2 of the yoke *a* and the top and side walls 5 and 6 respectively, of the pocket *a'* being adapted to bear against the corresponding walls of the draw-bar *d* in its assembled position, as seen particularly in Figs. 3 and 4, or so that the rear end of the draw-bar *d* operates against the end wall 2 of the yoke *a* and pocket *a'* when "buffing" and its top shoulder 4 against the corresponding shoulder in the top wall 5 of the pocket *a'* when "pulling".

For securing the draw-bar *d* in its assembled position as described, a keyway 7 is formed through each side wall 6 of the pocket *a'* immediately below the plane of the draw-bar *d* at and for a suitable distance forward from the bottom shoulder 4' thereof, the keyways 7 being adapted for the insertion therethrough horizontally of a key 8 which bears at the top flatwise against the underside of the draw-bar *d* and at its rear edge against the bottom shoulder 4' thereof, whereby the draw-bar *d* is securely held in place, the bottom shoulder 4' at the same time cooperating with the top shoulder 4 in the pulling operation of the draw-bar *d*.

By the above construction, in which the front follower-plate is engaged by the front wall of the yoke in lieu of by the rear end of the draw-bar as in the ordinary construction, combined with the means for assembling the draw-bar within and removably interlocking it with the walls of, a housing therefor integral with, but external to the yoke proper, the attachment of the draw-bar to, and removal from the yoke can be effected without interfering with or disconnecting the follower-plates and springs and without the use of rivets or bolts, thereby obviating delay in cases of emergency.

What we claim as our invention and desire to secure by Letters Patent is:—

1. In a car draft-gear, the combination of the draw-bar having a shoulder on two opposite sides, a loop-shaped yoke comprising two longitudinal and two transverse walls, a pocket projecting outward from one of the said transverse walls in longitudinal alinement with the yoke and adapted for the insertion therein from below of the said bar,

the said pocket having a recess adapted to be engaged by one of the said shoulders, and a removable key adapted to be inserted through the walls of the said pocket and to
5 engage the other said shoulder and underside thereof of the said bar in its assembled position, substantially as described and for the purpose set forth.

2. In a car draft-gear, the combination
10 with the draw-bar of a yoke partitioned therefrom, and having a pocket adapted for the insertion and engagement therewith of the said bar, and means external to the said

bar for interlocking it with the said pocket, substantially as described.

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