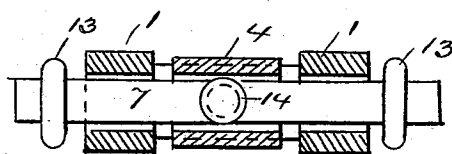
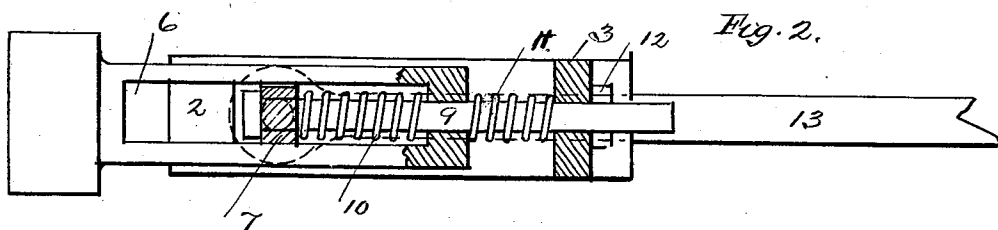
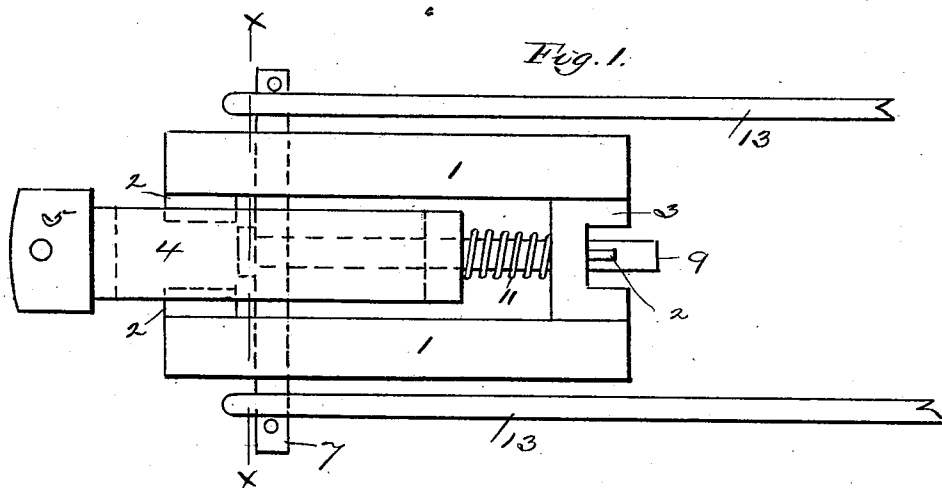


(No Model.)

J. A. SAMPLE.
DRAW BAR FOR RAILWAY CARS.

No. 512,488.

Patented Jan. 9, 1894.



Witness:
H. E. Harrison,
J. A. Hervey.

Inventor,
John A. Sample
Per. Q. D. Lewis

UNITED STATES PATENT OFFICE.

JOHN A. SAMPLE, OF RANKIN, PENNSYLVANIA.

DRAW-BAR FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 512,488, dated January 9, 1894.

Application filed April 21, 1893. Serial No. 471,336. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. SAMPLE, a citizen of the United States, residing at Rankin, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Draw-Bars for Railway-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved draw-bar for railway cars, and it consists in certain details of construction, and combination of parts as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a plan view of my improved draw head, having the draw-bars broken from the head at the other end of the car. Fig. 2 is a sectional side elevation of the same. Fig. 3 is a transverse sectional elevation taken on the line X—X.

To put my invention into practice I provide a casting or frame 1 and attach the same beneath the floor of a railway car at the rear of the position occupied by the ordinary draw head. This frame is provided with openings 6 at each side, and inwardly projecting portions 2 which serve as guides for the draw head 4 arranged within the frame. This draw head consists in a casting 4 having a head 5 for the reception of the coupling link. Formed in the draw head 4 is an opening extending in the direction of the length of the same and engaging with the inwardly projecting por-

tions 2. Operating within this draw head is a shaft 9 attached to a cross piece 7, and extending rearward through the said draw head, and through the rear of the frame, and having two intermediate springs 10, and 11. A key 12 passed through one end of the shaft serves to prevent the same from working forward but a limited distance. Attached to each end of the cross piece 7 are draw bars 13, which extend rearward and are connected to a draw head of a similar construction, as that above described.

These draw bars constructed as described, and arranged in position beneath the floor of a railway car, will remove all strain from the car.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The herein described draw bars, consisting of the frame 1, the draw head arranged therein substantially as described, the shaft 9 passing through the said draw head and frame, the springs 10, and 11 arranged about said shaft, the cross bar 7 attached to the said shaft, and the bars 13 connected to the cross-bar, and extending rearward to another cross bar arranged in a draw head of the same construction, all arranged for service substantially as and for the purpose described.

In testimony that I claim the foregoing I hereunto affix my signature this 22d day of November, A. D. 1892.

JOHN A. SAMPLE. [L. S.]

In presence of—

ALBERT J. WALKER,
M. E. HARRISON.