

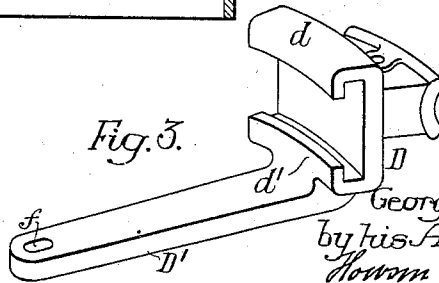
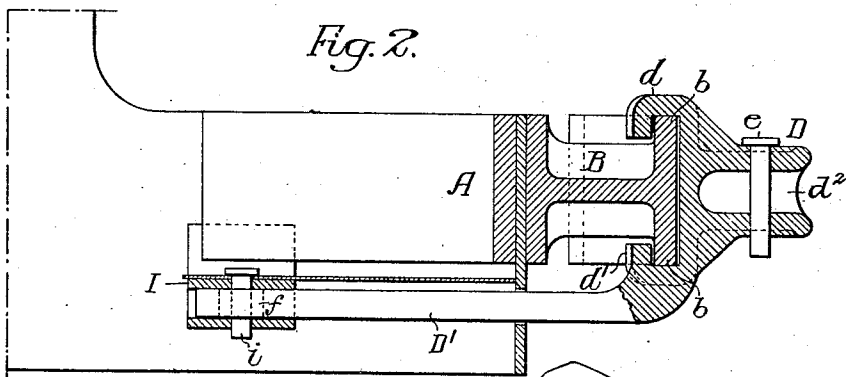
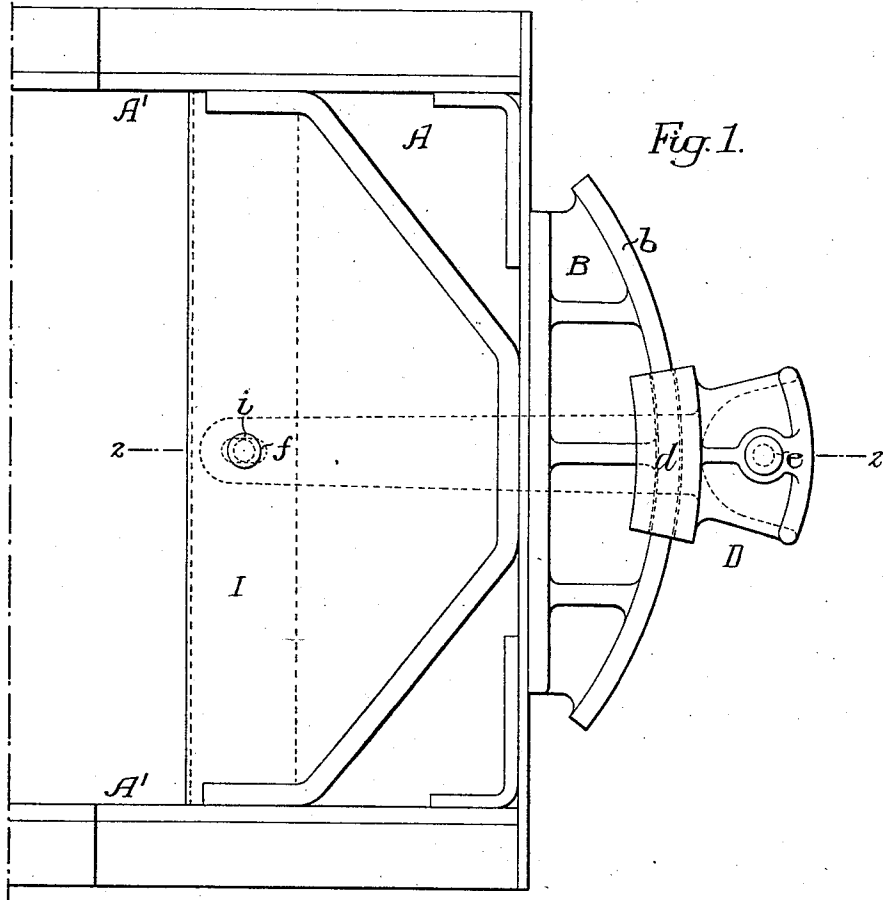
G. C. ABBE.

DRAW HEAD.

APPLICATION FILED JAN. 21, 1909.

969,023.

Patented Aug. 30, 1910.



Witnesses:-
William H. Norris.
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Inventor:
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UNITED STATES PATENT OFFICE.

GEORGE C. ABBE, OF LANSDOWNE, PENNSYLVANIA, ASSIGNOR, BY MESNE ASSIGNMENTS, TO BALDWIN LOCOMOTIVE WORKS, OF PHILADELPHIA, PENNSYLVANIA, A CORPORATION OF PENNSYLVANIA.

DRAW-HEAD.

969,023.

Specification of Letters Patent. Patented Aug. 30, 1910.

Application filed January 21, 1909. Serial No. 473,449.

To all whom it may concern:

Be it known that I, GEORGE C. ABBE, a citizen of the United States, residing in Lansdowne, Pennsylvania, have invented certain Improvements in Draw-Heads, of which the following is a specification.

My invention relates particularly to draw heads of electric locomotives and of the type in which the draw head is arranged to travel on a segmental support so as to enable the locomotive to pass around sharp curves. This type of head is liable to bind on the segmental support and the object of my invention is to prevent the draw head binding on the support. This object I attain in the following manner, reference being had to the accompanying drawing, in which:—

Figure 1, is a plan view of the frame of an electric locomotive illustrating my improved draw head; Fig. 2, is a sectional view on the line 2—2, Fig. 1; and Fig. 3, is a detached perspective view of the draw head.

A is the frame of an electric mine locomotive.

B is the segmental support firmly secured to one end of the frame, as indicated in Fig. 1. This segmental support has a flange *b* at the top and bottom.

D is the draw head having a member *d* which overlaps the upper flange *b* of the segmental support B and a member *d'* which underlaps the lower flange, as clearly indicated in Fig. 2. The forward end of the draw head is recessed at *d*² for the reception of the coupling link, which is secured to the draw head by the pin *e*.

The above described head is the usual form and the head slides on the flange *d* as the locomotive passes around curves. In many instances the draw head will bind upon the flanges, causing trouble. In order to overcome this objection and to insure the free movement of the draw head on the segmental support I extend a bar D' rearwardly from the draw head. In the present instance the bar is made integral with the head and, as shown in Figs. 1 and 2, it is slotted at *f* for the reception of a pin *i* mounted on a cross bar I extending from one side of the frame A' to the other. The pin

is located at the point from which the segment is struck and the slot is of sufficient length to allow freedom of motion of the draw head at the same time keeping it on a radial line at all times. Any suitable guide may be substituted, for that shown, for the rear end of the bar D' which will prevent the head from binding on the segmental support.

While my invention is particularly adapted for use on electric mine locomotives, it will be understood that it can be used as a draw head for any locomotive or car, without departing from the essential features of the invention.

I claim:—

1. The combination of a frame, a segmental support on one end of the frame, a draw-head adapted to travel on said support and having a portion overhanging the support, said draw-head having a rearwardly extending bar, and provision for guiding the bar adjacent the center at which the segment is struck so that the draw-head will travel on the segmental support without twisting and binding on the said support.

2. The combination of a frame, a segmental support secured thereto having upper and lower flanges, a draw head engaging said flanges and having means by which it is coupled to a car, the draw head having a rearwardly extending bar slotted at its outer end, and a pin mounted on the frame at the point from which the segment is struck, said pin being adapted to the slot.

3. The combination of a frame, a segmental support secured thereto having upper and lower flanges, a draw head having overlapping and underlapping members engaging the flanges of the support and having an integral bar extending to the point from which the segment is struck, and a pin guiding the bar at this point.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

GEO. C. ABBE.

Witnesses:

FRED. WOOLLVEN,
GRAFTON GREENOUGH.