

(No Model.)

H. L. PECK.

DRAW BAR.

Patented Oct. 27, 1885.

No. 328,969.

Fig. 3.

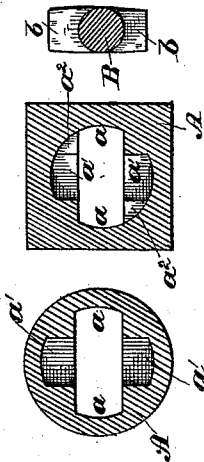


Fig. 2.

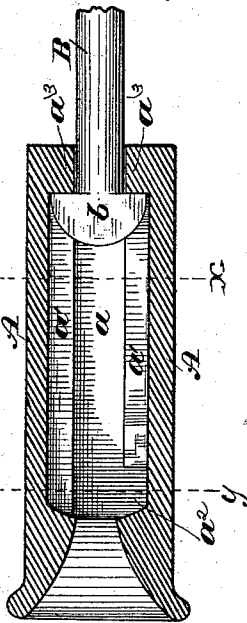


Fig. 4.

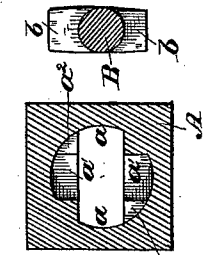


Fig. 1.

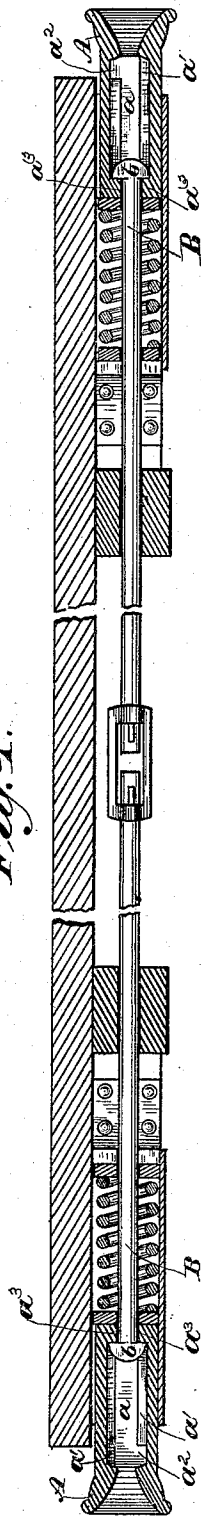
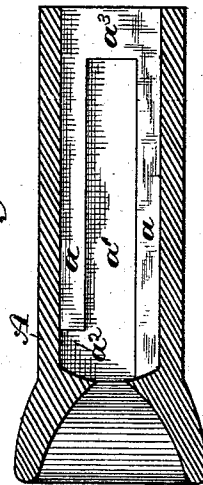


Fig. 6.



Witnesses:

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Inventor:

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by his attorney
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UNITED STATES PATENT OFFICE.

HENRY LEVI PECK, OF NEWARK, OHIO.

DRAW-BAR.

SPECIFICATION forming part of Letters Patent No. 328,969, dated October 27, 1885.

Application filed April 30, 1885. Serial No. 163,974. (No model.)

To all whom it may concern:

Be it known that I, HENRY L. PECK, a citizen of the United States, residing at Newark, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Draw-Bars; 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 appertains to make and use the same.

This invention relates to the mode of connecting the draw-heads and draft-rods of railway-cars.

My improvement consists of the combination of a T-headed draft-rod with a draw-head the hollow shank of which is so channeled internally that the T-head of the draft-rod can be inserted through the rear end of the draw-head and be made to interlock therewith after giving it a quarter-turn.

In order that my invention may be clearly understood, I have illustrated in the annexed drawings and will proceed to describe a practical form thereof.

Figure 1 represents a vertical longitudinal section of so much of a railway-car as will suffice to show the nature and application of my invention. Fig. 2 represents a vertical longitudinal section of a draw-head, showing the T-headed end of the draft-rod in elevation. Fig. 3 represents a cross-section of the draw-head, taken in the plane of broken line xx of Fig. 2. Fig. 4 represents a cross-section of the draw-head, taken in the plane of broken line yy of Fig. 2. Fig. 5 represents a cross-section of the draft-rod. Fig. 6 represents a horizontal section of the draw-head. Fig. 1 is drawn on a smaller scale than the other figures.

The same letters of reference indicate identical parts in all the figures.

The hollow shank of the draw-head A is internally channeled by four longitudinal grooves, a a and a' a' , and a transverse groove, a^2 , which unites adjacent grooves a and a' at the inner end of the hollow shank. The grooves a a lie in the horizontal axial plane of the draw-head and extend to and are open

at the outer end of the hollow shank, while the grooves a' a' lie in the vertical axial plane of the draw-head and are closed by stout webs a^3 a^3 at the outer end of the hollow shank. The grooves a a form a horizontal way or channel, the grooves a' a' a vertical or cross-way or channel, and groove a^2 forms a connecting way or channel.

The draft-rod B is constructed, at the end which is to enter the hollow shank of the draw-head, with a so-called "T-head," b , as clearly shown in Fig. 5. The head b is adapted to enter the horizontal channel of the hollow draw-head shank, and to be turned through the connecting-channel a^2 into the cross-channel, withdrawal from which at the outer end of the shank is prevented by the webs a^3 a^3 .

It will be observed that the above-described combination of a draw-head having an internally cross-channeled hollow shank and a T-headed draft-rod greatly facilitates the application or removal of draw-head or draft-rod. It also affords a very safe connection, which cannot be accidentally severed without smashing the parts, for when once properly applied to a car the T-head of the draft-rod cannot reach the connecting-channel a^2 at the extreme inner end of the hollow shank. Yet on disconnecting the outer end of the draft-rod from the car such draft-rod may be pushed into the hollow draw-head shank up to the connecting-channel a^2 and turned so as to permit its withdrawal through the horizontal channel.

I claim as my invention—

1. The combination, substantially as before set forth, of a draw-head having a hollow internally cross-channeled shank and a T-headed draft-rod.

2. A draw-head the hollow shank of which is internally cross-channeled, substantially as and for the purpose set forth.

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

HENRY LEVI PECK.

Witnesses:

JOHN M. SWARTZ,
BERTHA PECK.