

(No Model.)

C. W. SPORCK.
DRAW BAR.

No. 550,085.

Patented Nov. 19, 1895.

Fig. 1.

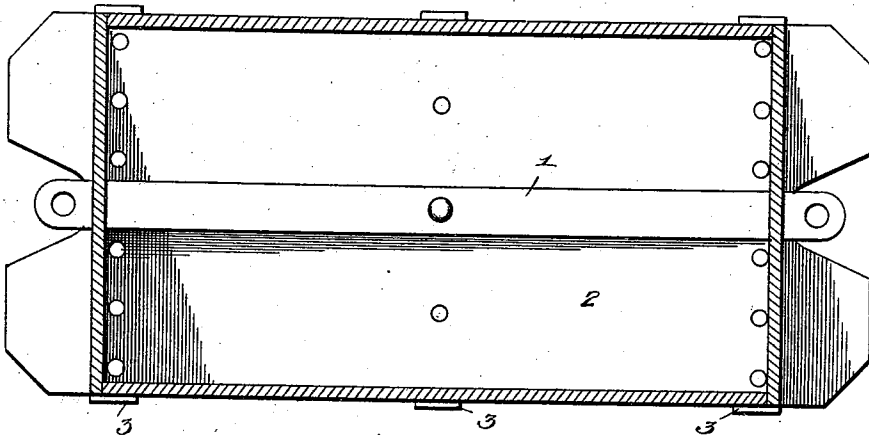


Fig. 2.

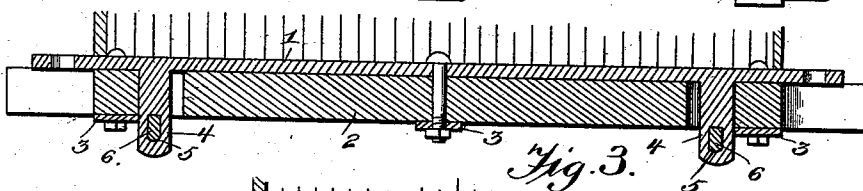
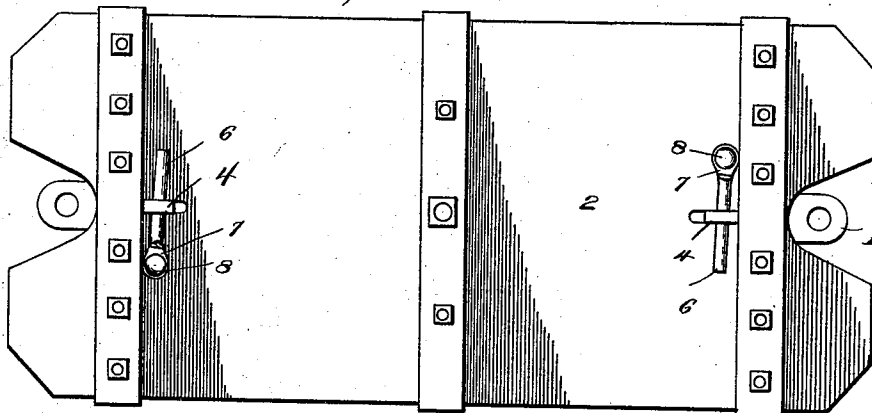
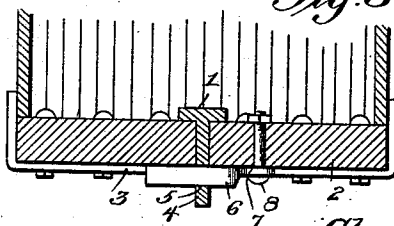


Fig. 4.



Inventor.

Witnesses

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By *His* Attorneys,

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UNITED STATES PATENT OFFICE.

CHARLES W. SPORCK, OF SOUTH FORK, PENNSYLVANIA.

DRAW-BAR.

SPECIFICATION forming part of Letters Patent No. 550,085, dated November 19, 1895.

Application filed September 24, 1895. Serial No. 563,531. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. SPORCK, a citizen of the United States, residing at South Fork, in the county of Cambria and State of Pennsylvania, have invented a new and useful Draw-Bar for Mine-Cars, &c., of which the following is a specification.

This invention relates to improvements in draw-bars for mine-cars and the like.

The object of the present invention is to improve the construction of continuous draw-bars and to enable the same to be securely fastened to the bottoms of cars which are employed in mines and the like and which carry heavy loads and are consequently subjected to severe strains.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a plan view of a portion of a car-body provided with a continuous draw-bar constructed in accordance with this invention. Fig. 2 is a reverse plan view of the same. Fig. 3 is a longitudinal sectional view. Fig. 4 is a detail sectional view taken transversely of the body.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a continuous draw-bar arranged on the upper face of a car-body bottom 2 and provided at its ends with openings to receive a coupling device. The car-body is constructed in the usual manner and is provided with transverse metal cleats 3, which extend across the bottom of the body and have their terminals bent upward at the sides thereof.

The draw-bar is provided adjacent to each end with a depending arm or shank 4, welded or otherwise secured to the bar and extending through an opening or slot of the bottom 2 and projecting below the same and provided with a slot, 5 receiving a key 6. The key

passes through the slot of the arm or shank and spans the opening of the bottom, and is provided at one end with a head 7, which is perforated to receive a bolt 8 or other suitable fastening device to retain the key in position. The key is disposed transversely of the line of grain of the wood of which the floor or bottom of the car is constructed, and the car is subjected to the greatest strain at the points at which the arms or shanks are located, especially when the car is employed on an inclined track. This construction for securing the draw-bar to the body prevents the draw-bar from being pulled out or lifted out of place. The draw-bar is secured to the bottom at its center by a bolt 10, which passes through the bottom of the car and through the adjacent transverse cleat.

It will be seen that the draw-bar is adapted to be readily secured to a car, that it possesses great strength and durability, and that it is especially adapted for those cars which carry heavy loads and are subjected to severe strains.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any advantages of the invention.

What I claim is—

The combination with a car body bottom, of a continuous draw-bar arranged thereon and provided adjacent to its ends with shanks or arms extending through the bottom of the car and projecting therefrom and provided with slots, keys passing through the slots of the arms or shanks and engaging the car bottom, and fastening devices, securing the keys in position, substantially as described.

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

CHARLES W. SPORCK.

Witnesses:

RICHARD GILBERT,
CHARLES HOUSTON.