

W. D. DAMBINO.
DRAW BAR.
APPLICATION FILED JULY 15, 1911.

1,027,323.

Patented May 21, 1912.
2 SHEETS-SHEET 1.

Fig. 1.

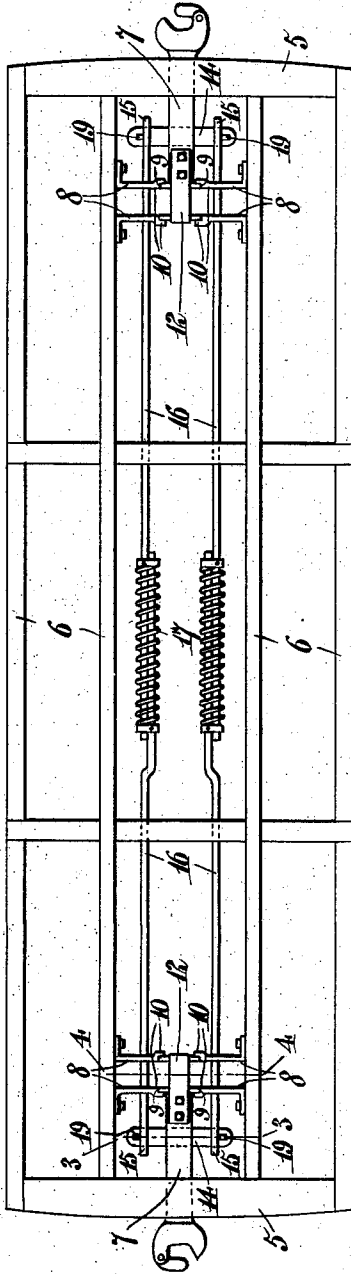
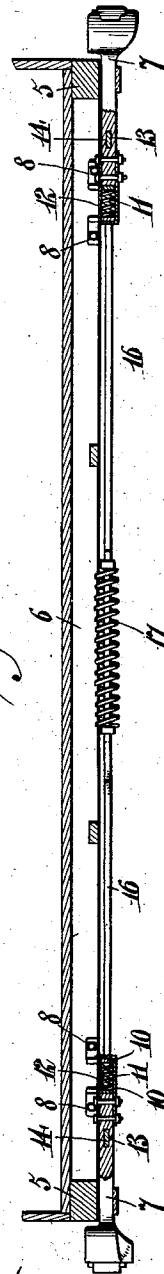


Fig. 2.



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Fig. 3

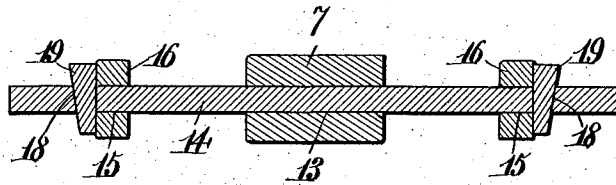
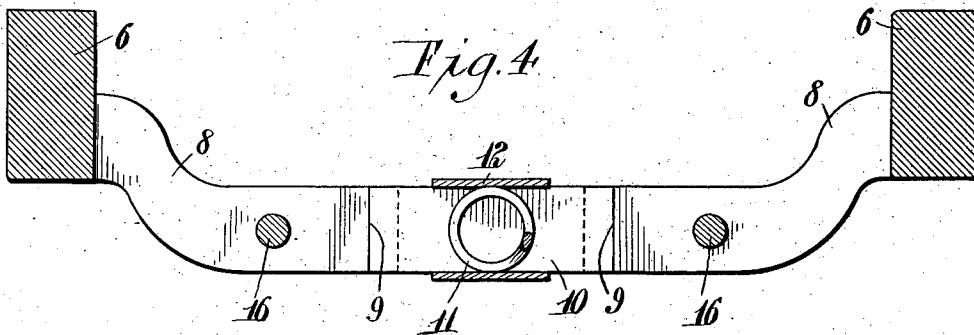


Fig. 4



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UNITED STATES PATENT OFFICE.

WILLIE DAVID DAMBINO, OF HANDSBORO, MISSISSIPPI.

DRAW-BAR.

1,027,323.

Specification of Letters Patent.

Patented May 21, 1912.

Application filed July 15, 1911. Serial No. 638,732.

To all whom it may concern:

Be it known that I, WILLIE DAVID DAMBINO, a citizen of the United States, residing at Handsboro, in the county of Harrison and State of Mississippi, have invented new and useful Improvements in Draw-Bars, of which the following is a specification.

The invention relates to a draw bar support, and more particularly to the class of draft rigging for cars.

The primary object of the invention is the provision of a rigging of this character in which the draw bar will be supported, so that the same may be cushioned on the coupling of adjacent cars, and also when such draw bars have been connected together, although the draw bars will be prevented from pulling out when draft is applied thereto.

Another object of the invention is the provision of a draw bar support, in which the draw bar will be so mounted, whereby all strains and sudden jerks thereon will be absorbed, without liability of injuring the draw bar in the coupling of cars, or when the same are in motion.

A further object of the invention is the provision of a rigging of this character which is simple in construction, strong, durable, thoroughly reliable and efficient in operation, and inexpensive in manufacture.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings, and pointed out in the claims hereunto appended.

In the drawings: Figure 1 is a plan view of the under side of a frame, showing the invention applied thereto. Fig. 2 is a fragmentary vertical longitudinal sectional view. Fig. 3 is a sectional view on the line 3—3 of Fig. 1. Fig. 4 is a sectional view on the line 4—4 of Fig. 1.

Similar reference characters indicate corresponding parts throughout the several views of the drawings.

Referring to the drawings by numerals, the car frame is of the ordinary well-known construction, comprising the end sills 5, and the side and draft sills 6, which are arranged in spaced parallel relation to each other, and extend longitudinally throughout the length of the frame, and between which, at opposite ends of the car, are arranged the draw bars 7 which are of the ordinary well-known con-

struction, and are supported by the draft rigging, presently described.

Spaced from the end sills 5 and projecting inwardly from the draft sills 6 are spaced bearing projections 8, the free ends of which are formed with vertical grooves 9, in which are removably engaged cross bearing plates 10, the latter having seated therebetween a compression spring 11, and straddling these bearing plates 10 is an elongated strap yoke 12, the same being fixed to the rear end of each draw bar 7, the spring being designed to serve as a shock absorber for the draw bars when being pulled or pushed upon in the coupling of the heads of the draw bars or the pulling upon the same during the travel of a train.

Formed in each draw bar 7, between the head thereof and the inner end, is a transverse slot 13, through which is loosely passed a cross key 14, the same being engaged in eye extremities 15 on the outer ends of draft rods 16, the latter being slidably fitted in alining openings formed in the projections 8, the inner ends of the draft rods, at opposite extremities of the frame, being connected together by means of coiled springs 17. The cross keys 14 have formed therein, near opposite ends, slots 18, in which are driven wedge pins 19, which prevent the disengagement of the draft rods 16 from the said cross keys. It will be seen that upon removal of the pins 19, the cross keys 14 may be readily removed from the draw bars 7 and draft rods 16.

From the foregoing, taken in connection with the accompanying drawings, it is thought that the construction and operation of the invention will be readily understood, without requiring a more extended explanation, and therefore the same has been omitted.

What is claimed is:

1. The combination with draft sills of a car frame, of spaced inwardly extending projections on the said sills and provided with grooves in their free ends, bearing plates removably fitted in said grooves, a compression spring arranged between said plates, a draw bar arranged between the draft sills, a yoke fixed to the inner end of the draw bar and straddling said bearing plates, and draft means connected with the draft bar and slidably mounted in the projections.

2. The combination with draft sills of a car frame, of spaced inwardly extending

projections on the said sills and provided
with grooves in their free ends, bearing
plates removably fitted in said grooves, a
compression spring arranged between said
5 plates, a draw bar arranged between the
draft sills, a yoke fixed to the inner end of
the draw bar and straddling said bearing
plates, draft rods slidably fitted in the pro-
jections and having outer eye terminals, a
10 cross key engaged in the draft bar and con-

nected with the eye terminals of the draft
rods, and flexible connections for uniting
the draft rods arranged at opposite ends of
the frame.

In testimony whereof I affix my signature 15
in presence of two witnesses.

WILLIE DAVID DAMBINO.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents.
Washington, D. C."