(No Model.)

F. PETELER.

DRAW BAR AND BUMPER.

No. 369,734. Patented Sept. 13, 1887.

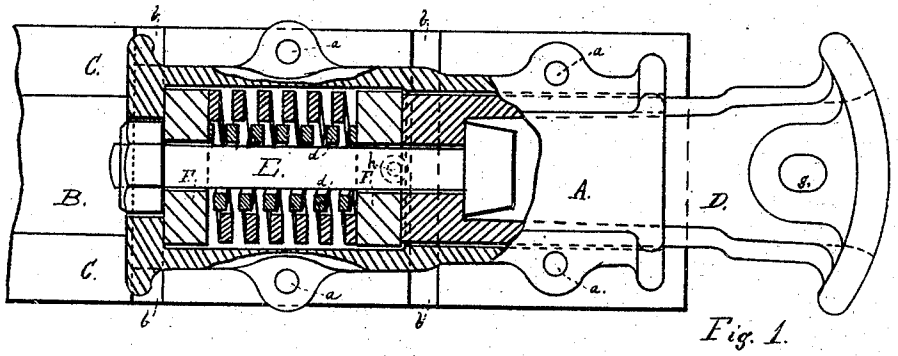

Fig. 1.

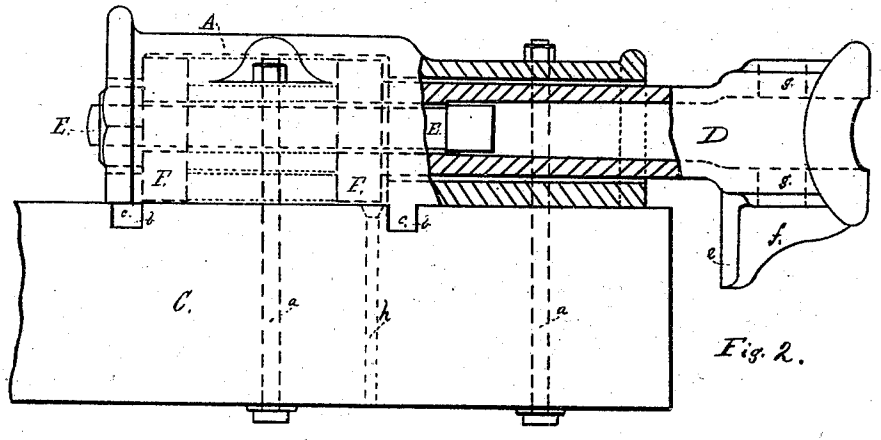

Fig. 2.

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UNITED STATES PATENT OFFICE.

FRANCIS PETELER, OF MINNEAPOLIS, MINNESOTA.

DRAW-BAR AND BUMPER.

SPECIFICATION forming part of Letters Patent No. 369,734, dated September 13, 1887.

Application filed April 6, 1887. Serial No. 233,844. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS PETELER, a citizen of the United States, residing at Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Draw-Bars and Bumpers, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a plan and Fig. 2 is a side view of the draw-bar and bumper, the latter view also being in partial section.

A cast-iron case or bumper, A, is attached by four strong bolts, *a a a a*, on top and near the ends of the center longitudinal timber, B, of the truck-frame. This timber B is here stiffened by two side pieces, C C, bolted to same. Two rectangular gains, *b b*, across B and the side stiffening-pieces, C, receive ribs *c c*, formed across bottom of casting A. These ribs, in connection with the bolts *a a a a*, transfer the strain of motion or stopping from A to B.

The draw-bar D slips into the end of casting A. The inner end of the draw-bar D has a hole, through which passes a large bolt, E. This bolt E has a T-shaped head, and the draw-bar D pulls against the head of said bolt E. A nut on the other end of said bolt E bears against a large and thick washer, F. There is also another similar washer F, and between these two washers F F a double spiral spring, *d*, acts and reacts, being coiled around the bolt E. The washers F F bear against interior and opposite surfaces in the casting A, and thus motion is transferred from D to A in either direction. A lip, *e*, projecting downward from D, and braced by two knee-brackets, *f*, prevents the draw-bar D from ever going into the casting A too far, as then *e* comes into direct contact with timber B. This also prevents undue compression of the spring *d*.

G is the hole for the coupling-pin.

h is a hole in the timber B, and serves to allow the escape of any dirt that may enter between the draw-bar D and the case A. This draw-bar and bumper may be applied to any kind of cars, but as here drawn is supposed to be applied to a dumping car.

I am aware that the springs *d* and the washers F F in a car-coupling are not new, and do not claim them as such; but,

What I do desire to claim and secure by Letters Patent of the United States is as follows:

In a draw-bar and bumper for construction or other cars, the case N, resting on top of center longitudinal timber, B, of truck-frame, all substantially as described.

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

FRANCIS PETELER.

Witnesses:

REUBEN TOMLINSON,

WILLIAM W. REDFIELD.