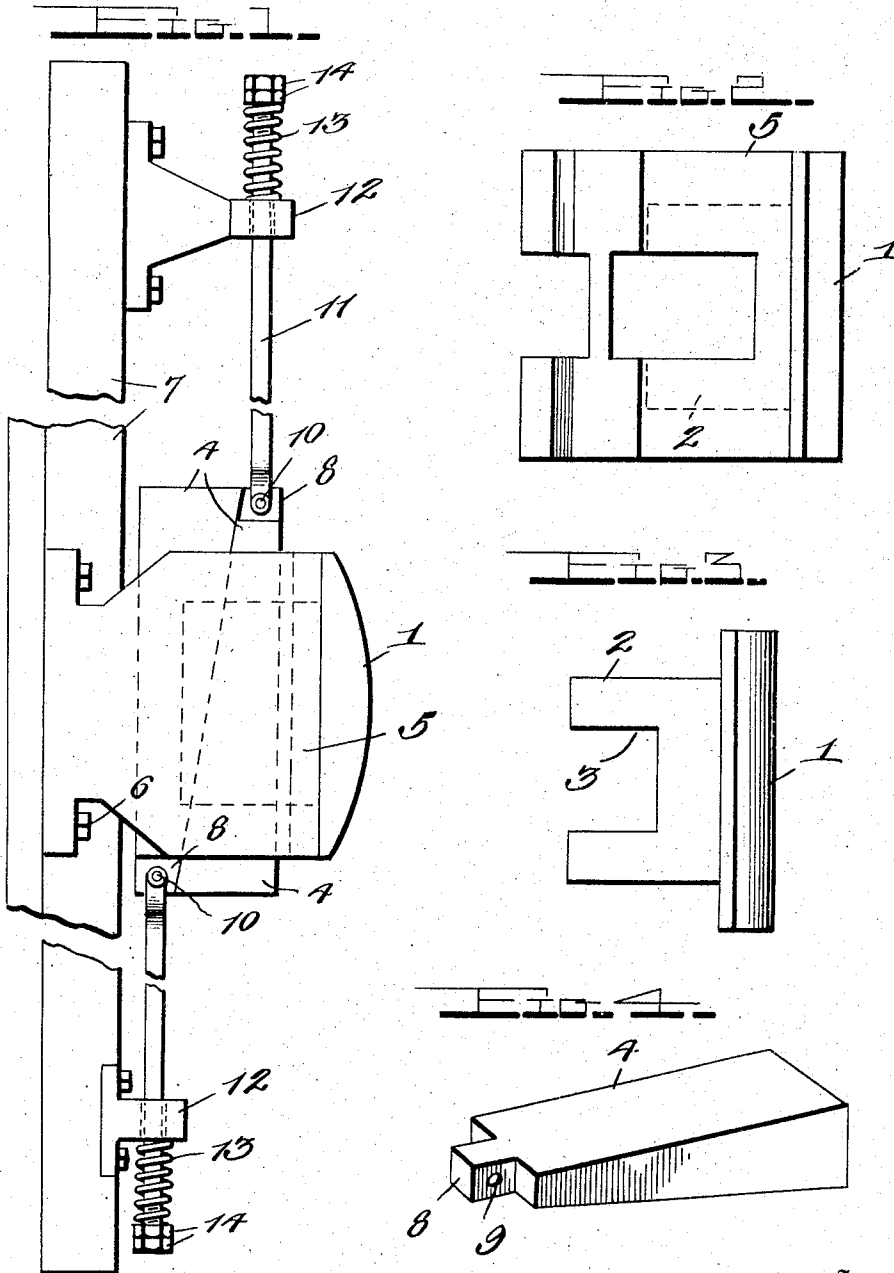


G. SELLS.
DRAW BAR SLACK ADJUSTING SAFETY APPLIANCE.
APPLICATION FILED NOV. 8, 1911.

1,062,123.

Patented May 20, 1913.



Inventor

George Sells,

Witnesses

Chas. L. Gristauer.
L. H. Ellis.

By

Watson E. Coleman,
Attorney

UNITED STATES PATENT OFFICE.

GEORGE SELLS, OF EAST LAS VEGAS, NEW MEXICO, ASSIGNOR OF ONE-HALF TO VIRGIL A. WOLFE, OF EAST LAS VEGAS, NEW MEXICO.

DRAW-BAR-SLACK-ADJUSTING SAFETY APPLIANCE.

1,062,123.

Specification of Letters Patent.

Patented May 20, 1913.

Application filed November 8, 1911. Serial No. 659,093.

To all whom it may concern:

Be it known that I, GEORGE SELLS, a citizen of the United States, residing at East Las Vegas, in the county of San Miguel and State of New Mexico, have invented certain new and useful Improvements in Draw-Bar-Slack-Adjusting Safety Appliances, of which the following is a specification, reference being had to the accompanying drawings.

10 This invention relates to draft gear for railway rolling stock, and more particularly to a device for automatically taking up the slack or lost motion between the engine and its tender, and has for its object to provide 15 simple and efficient means for taking up the lost motion as noted above, without undue strain on the draw bar and other parts connected therewith.

20 Other objects of this invention will become apparent as it is more fully set forth.

The device consists in general of a pair of wedges arranged to slide on one another, so as to spread the buffer connected to the draw bar apart from the parts it is connected to, so that the latter will be tightened, and all slack between the engine and tender automatically taken up.

25 In the accompanying drawings which illustrate by way of example an embodiment of this invention, Figure 1 represents a view in elevation of an embodiment of this invention. Fig. 2 is a section on the line 2—2, of Fig. 1, but with the buffer block shown in elevation. Fig. 3 is a detail of the buffer block. Fig. 4 is a view in perspective of a wedge used in connection with the device referred to.

30 In the appended drawings 1 represents a buffer block that has its outer surface suitably arranged so as to permit the same to ride on the buffer of the adjacent car in the well known manner.

2 is a neck connected to the back portion of the buffer and is provided with a slot 3 therein so that the wedges 4 used in connection with the device in question, can suitably act therein. The neck 2 is arranged to slide freely within a casing 5 that is rigidly con-

nected to the main part of the car by any suitable means, such as bolts 6, and which 50 is provided with a rectangular opening extending transversely therethrough for the purpose of suitably guiding and holding the wedges 4 within the same. The end portions 8 of each wedge are restricted and provided 55 with a hole 9 therethrough so as to permit a pin 10 to extend therethrough and hold a connecting bar 11 thereto. Each bar 11 is arranged to slide within a journal member 12, that is rigidly secured to a beam 7 60 which is carried by the car, and the spring 13 is disposed on the outer portion of the journal and the bar 11 for the purpose of placing a resilient strain on the bar and the wedge. Nuts 14 are provided on the bar 11 65 for the purpose of holding the spring 13 thereon and for regulating the resilient action of the same.

The general operation of the device is as follows:—The resilient action of the springs 70 13 on the bars 11 tends to cause the wedges 4 to move in the direction of their respective journal members 12, and thereby push the buffer outwardly and take up any slack that may exist, between the buffer and the 75 draw bar. This automatic adjustment takes up any wear in the various parts in question and keeps the device in proper working condition all the time.

It will be noticed that the construction of 80 this device is very simple and that all the parts can be readily gotten at for inspection and repair, and that a very positive means for inspecting the conditions that arise, is provided.

85 Having thus described this invention, what is claimed is:—

A device of the character described, including a buffer block provided with a neck formed with a recess in one wall thereof, 90 a casing formed with a longitudinal slot adapted to receive the neck for a guiding movement therein, means for connecting the casing to a car, a beam carried by the car, journal members secured to said beam, connecting bars movable longitudinally through 95

said members, springs encircling the outer
extremities of said bars and adapted to
move the bars away from each other, and
wedges pivotally connected to the inner ends
5 of said bars and received within the recess,
one of said wedges bearing against the in-
ner side of the slot of the casing.

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

GEORGE SELLS.

Witnesses:

VIRGIL A. WOLFE,
JOHN E. MOORE.

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