(Model.)

J. H. WHITELEY.

DRAW IRON FOR STREET CARS.

No. 342,662. Patented May 25, 1886.

Fig. 1.

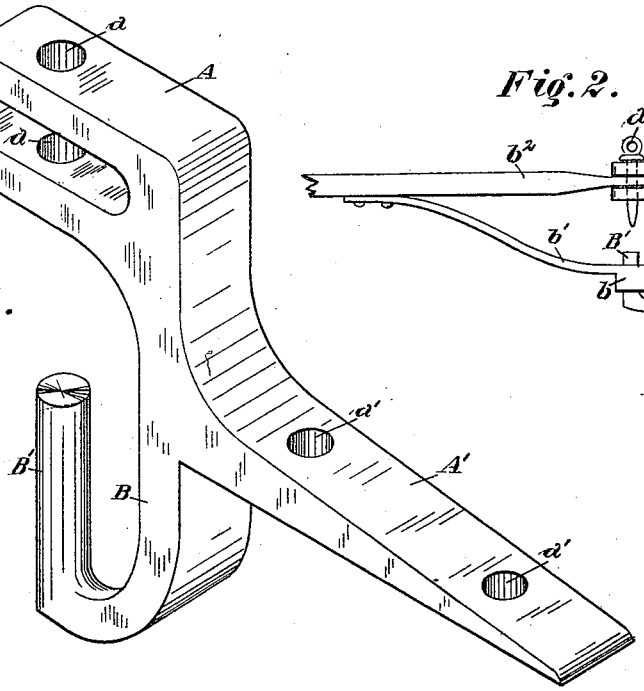


Fig. 2.

Fig. 3.

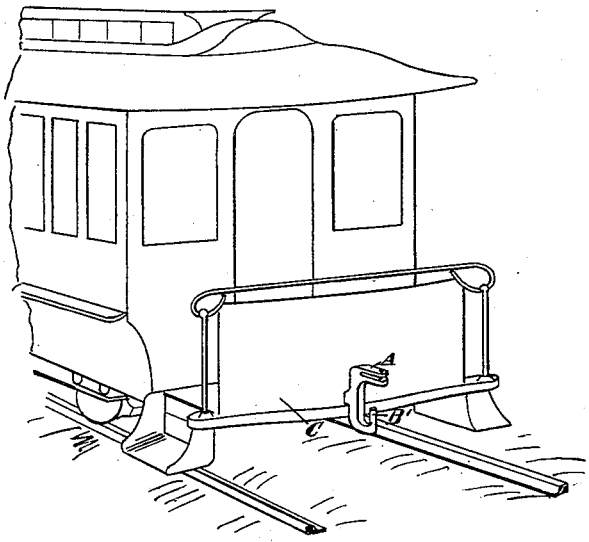
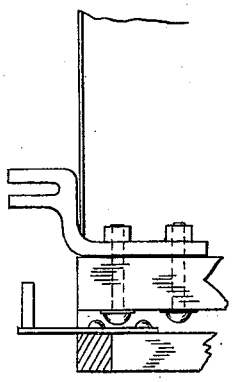


Fig. 4.



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DRAW-IRON FOR STREET-CARS.

SPECIFICATION forming part of Letters Patent No. 342,662, dated May 25, 1886.

Application filed April 8, 1886. Serial No. 198,274. (Model.)

To all whom it may concern:

Be it known that I, JAMES HENRY WHITELEY, a citizen of the United States, residing at Arlington, in Baltimore county, State of Maryland, have invented an improved or combination goose-neck or tongue-coupling arrangement and tongue or pole rest for use upon street-cars and other vehicles, of which the following is a specification.

My invention or improvement consists in combining in one solid piece of metal a goose-neck or tongue-coupling arrangement and a tongue or pole rest. I attain these objects by the mechanism or instrument illustrated in the accompanying drawings.

Figure 1 is a perspective view of the improvement. Fig. 2 is an elevation showing the goose-neck or coupling arrangement attached to the platform of a car and the tongue or pole in position. Fig. 3 is a perspective view of the end of a car, showing the improvement attached to the platform. Fig. 4 is an elevation showing the old method or device.

A represents jaws or mouth for receiving end of tongue or pole; *a*, holes for pin a^2 to pass through; b^2, pole; *b'*, brace; B', pin, rest for the brace-boss *b;* B, hanger supporting pin or terminating in the pin B'; C, platform; *c*, bolts passing through *a' a';* A', tongue, with holes *a' a'*, secured to the platform of the car, by which I think my improvement or combination is fully illustrated.

The goose-neck or combination as shown in Fig. 1 is intended to be fastened upon the platforms or ends of street-cars by the part marked A', for the purpose of fastening the tongue or pole to the same. The tongue or pole slips in between the jaws or mouth formed by the two top parts marked A, an iron pin passing down through the holes marked *a* in said jaws and through a hole in the end of the tongue or pole, by which means it is made fast to the car or vehicle. The tongue or pole rest or projection (letter B') is directly under the holes *a*, mentioned above, though some distance below, and a rod or brace comes from near the end of the tongue or pole, as shown by letter *b'*, the end of which fits around the tongue or pole rest or projection, and holds the tongue or pole steady and firmly in its place.

I am aware that goose-necks or coupling arrangements such as shown in Fig. 4 have been in use, and tongue or pole rests, as shown in same figure, have also been used in connection therewith, but they have consisted of two separate and distinct parts of the equipment of a car—the one usually fastened to the top of the platform and the other underneath. A serious drawback to the usefulness of such arrangements has been the great amount of time, labor, and patience required in fitting the parts properly upon the cars, so as to bring the tongue or pole rest in exactly the right position and proper place.

I propose that the great expense, time, and labor necessary for the proper adjustment of said parts shall be obviated by my combination, which consists of the prong or hanger, as shown by letter B, continuing in a downward course from the part of goose-neck where the first curvature begins, and, curving under in the shape of a letter **J**, forms out of its continuation after curvature a tongue or pole rest, ready and adjusted, as shown by letter B'.

Having fully described my invention, what I desire to claim, and secure by Letters Patent, is—

The improvement to the goose-neck or coupling arrangement by the addition or extension of a hanger in a curved shape, like the letter **J**, from under the first curvature, by the continuation of which hanger after curvature a tongue or pole rest is formed and for the combination thus made, by which a goose-neck or coupling arrangement and a tongue or pole rest are formed out of a single piece of metal.

JAMES HENRY WHITELEY.

Witnesses:

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EDWARD PAULUS.