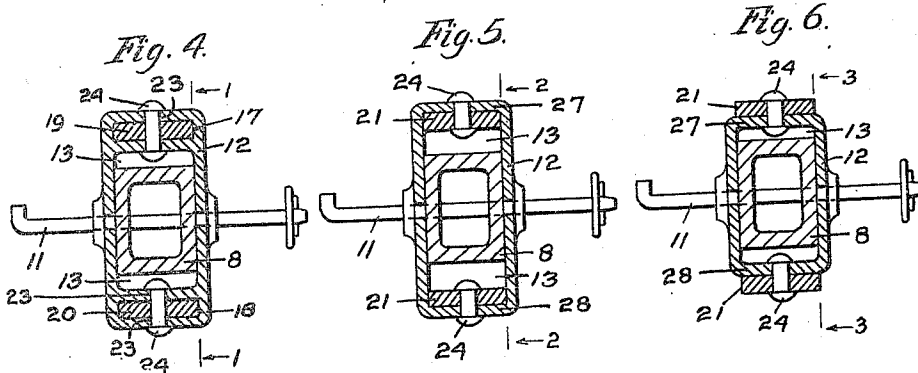
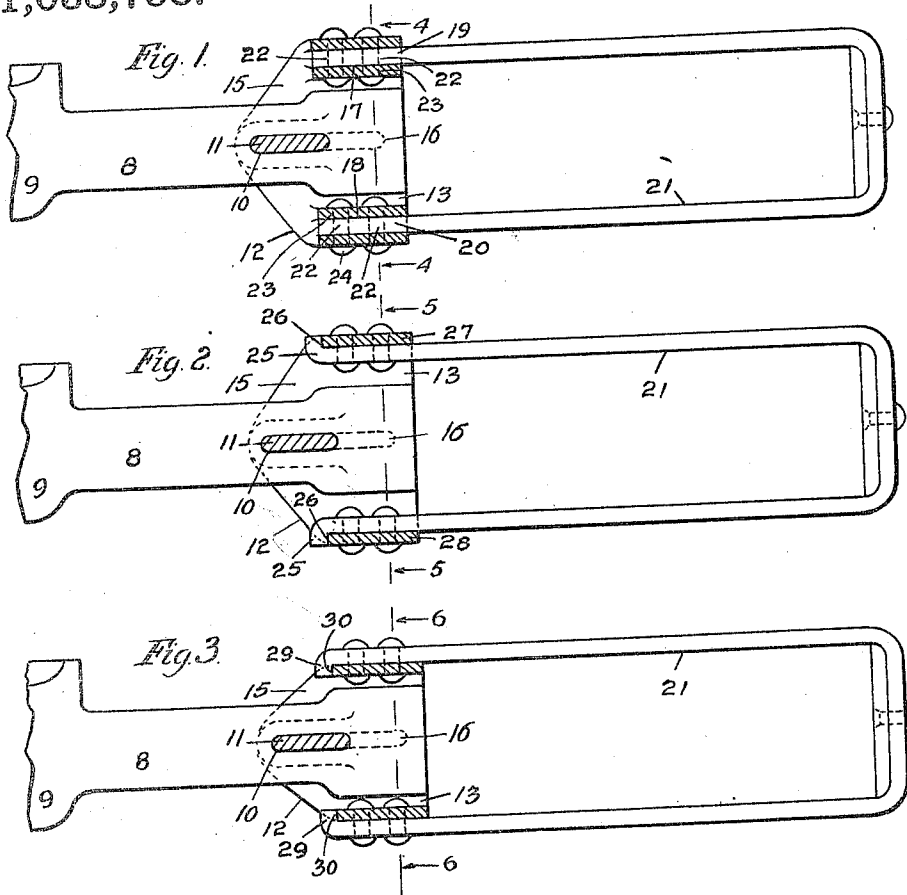


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1,038,758.



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DRAFT-YOKE FOR RAILWAY-CAR DRAFT-RIGGING.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GEORGE A. JOHNSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Draft-Yokes for Railway-Car Draft-Rigging, of which the following is a full, clear, concise, and exact description, reference being had to the accompanying drawings, forming a part of this specification.

My invention relates to improvements in draft yokes for railway car draft rigging.

The object of my invention is to provide a strong and durable draft yoke capable of cheap manufacture and economical change of parts, and one which may employ a key coupler connection.

My invention consists in providing a yoke head of novel construction adapted to receive the coupler shank, and be secured thereto by a connecting key and a detachable yoke strap secured to the said head, preferably by rivets.

In the drawings Figure 1 is an elevation partly in longitudinal section on line 1, 1 of Fig. 4 of a draft yoke embodying my invention, together with a coupler shank or draw bar. Fig. 2 is an elevation of a modification partially in longitudinal section on line 2, 2 of Fig. 5. Fig. 3 is an elevation of a further modification partially in longitudinal section on line 3, 3 of Fig. 6. Fig. 4 is a cross section on line 4, 4 of Fig. 1. Fig. 5 is a cross section on line 5, 5 of Fig. 2. Fig. 6 is a cross section on line 6, 6 of Fig. 3. Fig. 7 shows one side of the yoke head.

Referring to the drawings 8 is a coupler shank or draw bar which may be provided at its forward end 9 with the usual coupling devices, (not fully shown in the drawings), and at its rear end with the transverse slot 10 to receive the coupler key 11.

12 is a yoke head substantially rectangular in cross section provided with the hollow opening 13 to receive the rear end or butt of the coupler shank 8. The sides 14 of the yoke head are each forwardly extended forming the wings 15, and are each provided with a slot 16, which registers with the slot 10 of the coupler shank to receive the coupler key. The yoke head 12 is provided with upper and lower longitudinally extending slots 17 and 18 respectively to receive the upper and lower free or forward

ends 19 and 20 respectively of the yoke strap 21, which is preferably made of wrought iron because of its strength, and also incidentally because of its cheapness over cast steel. The forward ends 19 and 20 of the yoke strap are each provided with suitable vertical perforations 22, preferably two in number, and in alinement longitudinally of the yoke strap, registering with similar perforations 23, 23 through the adjacent walls of the slots 17 and 18 to receive the rivets 24. The detachable yoke head 12 permits its continued use, and the change, when necessary, of yoke straps, and provides an unusually secure rivet connection for the yoke strap in that the rivets pass through adjacent members on either side of the same thereby redoubling the resistance of the rivets to shearing shocks and strains over their shear resisting power in the ordinary through riveting of draft yoke and draw bar, and at the same time permits the detachable key connection of the draw bar and draft yoke.

In the modifications, one of which is illustrated in Figs. 2 and 5 and the other in Figs. 3 and 6, the longitudinally extending slots 17 and 18 in the yoke head 12 are omitted. In the one modification shown in Figs. 2 and 5 the forward ends of the yoke strap 21 pass within the opening 13 of the yoke head, and are each provided with the gibs 25, 25 turned outwardly from each other forming the shoulders 26, 26, which abut against the forward edges of the upper and lower plates 27 and 28 respectively of the yoke head, to which plates the yoke strap is secured by the rivets 24 passing through suitable registering perforations in the yoke strap and head.

In the other modification shown in Figs. 3 and 6 the forward ends of the yoke strap 21 pass without the opening 13 of the yoke head, and are each provided with the gibs 29, 29 turned inwardly toward each other forming the shoulders 30, 30, which abut against the forward edges of the lower plates 27 and 28 respectively of the yoke head, to which plates the yoke strap is secured by the rivets 24 passing through suitable registering perforations in the yoke strap and head.

I claim:—

1. In a device of the character described, a yoke strap and means for connecting said

strap to a draw bar, said means consisting of a hollow head slidably connected to the draw bar and riveted to the yoke strap.

2. In a device of the character described, 5 a yoke strap and means for connecting said strap to a draw bar, said means consisting of a hollow head slidably connected to the draw bar and provided with longitudinal slots to receive the ends of the yoke strap.

10 3. In a device of the character described, a yoke strap and means for connecting said strap to the draw bar, said means consisting

of a hollow head riveted to the yoke strap and transversely-slotted for the passage of coupler key which slidably engages there- 15 with.

4. As an article of manufacture a hollow yoke head provided with transverse slots to receive a coupler key and longitudinal slots to receive the free ends of a yoke strap. 20

GEORGE A. JOHNSON.

Witnesses:

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