G. O. HAMMOND.

DRAW BAR AND YOKE FASTENING FOR DRAFT GEARS.

APPLICATION FILED FEB. 29, 1908.

909,085. Patented Jan. 5, 1909.

Fig. 1.

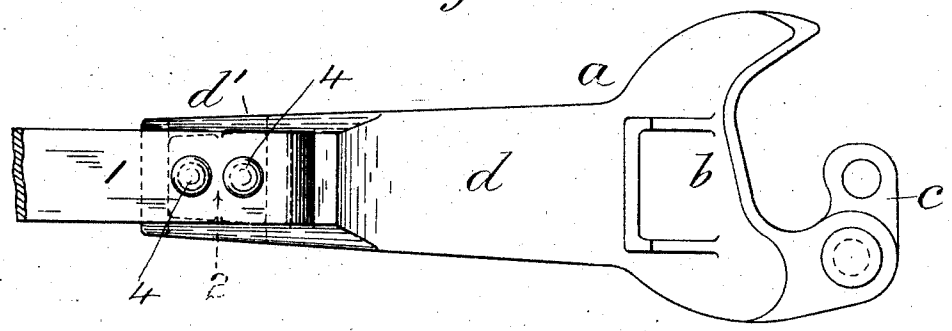


Fig. 2.

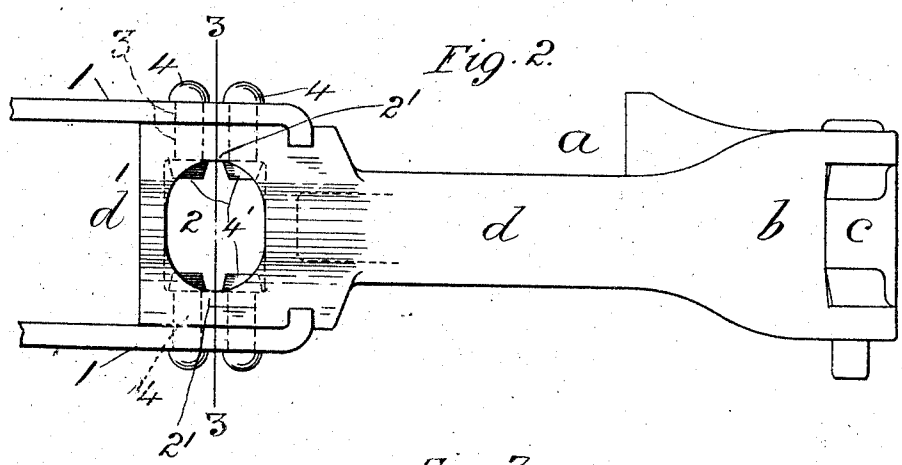
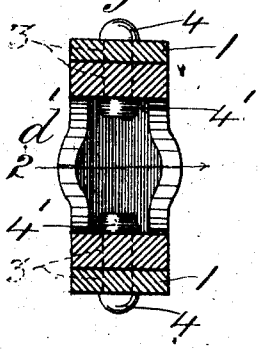


Fig. 3.



WITNESSES

C. F. Wenzel

Wm. B. Howard.

INVENTOR

George O. Hammond

By Edward W. Farrell

His Atty

UNITED STATES PATENT OFFICE.

GEORGE O. HAMMOND, OF MEADVILLE, PENNSYLVANIA.

DRAW-BAR AND YOKE FASTENING FOR DRAFT-GEARS.

No. 909,085. Specification of Letters Patent. Patented Jan. 5, 1909.

Application filed February 23, 1908. Serial No. 418,488.

To all whom it may concern:

Be it known that I, GEORGE O. HAMMOND, a citizen of the United States, residing at Meadville, in the county of Crawford and State of Pennsylvania, have invented a new and useful Improvement in Draw-Bars and Yoke Fastenings for Draft-Gears, of which the following is a specification.

My invention relates to improved means for fastening the draw-bar or coupler-shank to the yoke of a car draft-gear, and has for its object to effect a rigid connection of the said parts.

Ordinarily, the draw-bar or coupler-shank at its attachment to the pocket-strap or yoke is tubular or box-shaped in cross section and fixed to the latter by rivets which are passed through the arms of the yoke and through the corresponding opposite walls and interior space of the draw-bar, and are clenched against the outside of the said arms, whereby, owing to their extreme length, the rivets in being clenched or riveted at the ends become bent or sprung at their unsupported portions between the said walls which prevents the rivets from expanding and properly filling the holes therefor in the metal, and their heads from bearing uniformly against the arms of the yoke, which allows play thereat in the operation of the draft-gear.

The invention consists in features of novelty as hereinafter described and claimed, reference being had to the accompanying drawing forming part of this specification, whereon,

Figure 1, is a top plan view of a coupler for a draft-rigging with its shank or draw-bar attached to the pocket-strap or yoke (broken away) according to my invention; Fig. 2, a side elevation of the same, and Fig. 3, a vertical transverse section through the shank and yoke on line 3, 3, in Fig. 2.

Like letters and numerals of reference denote like parts in all the figures.

a represents a car coupler having the ordinary draw-head *b* and knuckle *c*, and having its shank or draw-bar *d* of the usual tubular (or box) section at and adjacent to the draw-head *b*, but formed at its rear end with a head *d'* integral therewith and corresponding in height to the distance between the end portions 1 of the arms of the yoke which are adapted to bear against the top and bottom faces of, and to be fixed to the head *d'* thereat, as hereinafter more particularly described. Transversely through the head *d'* between its said faces, is formed a suitably shaped opening 2 having a thickness of metal or wall 2' between it and each of the said faces, through which wall and the corresponding arm 1 of the yoke are formed registering holes 3, the opening 2 being sufficiently large for the admission and insertion from the inside thereof of the rivets 4 through the holes 3, and for the admission and handling of a tool adapted to engage the heads 4' of the rivets 4 for holding them against the inside of the opening 2 while being clenched at their other ends against the outside of the arms 1.

By this construction the rivets 4 being comparatively short can be heated and upset for their entire length so as to completely fill the holes therefor in the metal, and thereby effect a tight clench and uniform bearing of their heads against the respective faces of the opening 2 and arms 1 of the yoke, and insure a rigid connection of the draw-bar to the yoke.

What I claim as my invention and desire to secure by Letters Patent is:

In car draft-gear, the combination with the draw-bar and yoke, of a head formed on the rear end of the said bar and straddled by the arms of the yoke and having an opening transversely therethrough, each of said arms having a hole adapted to register with a hole through the corresponding wall of the said opening, and a rivet adapted to be inserted from within the opening through the said holes, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEO. O. HAMMOND.

Witnesses:

EDWIN G. CHENOWETH,

FRANK M. LILLIE.