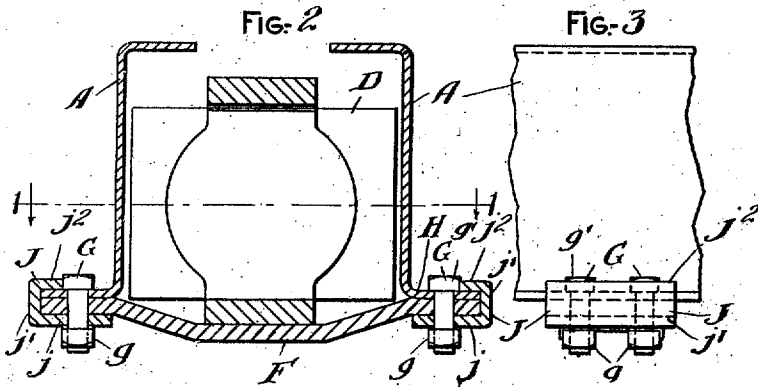
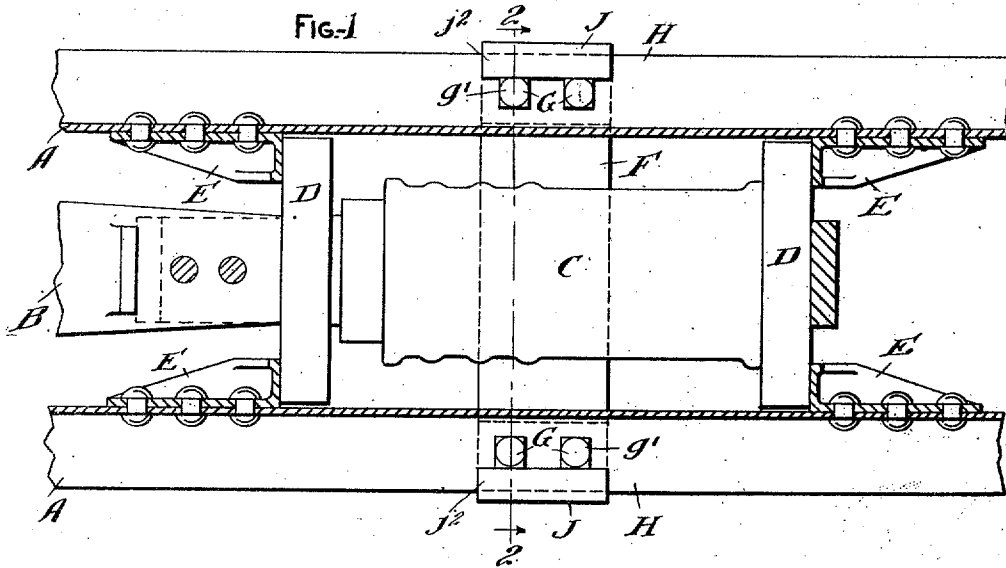


C. E. DATH.
SAFETY SUPPORT FOR DRAFT RIGGING.
APPLICATION FILED JUNE 28, 1911.

1,018,485.

Patented Feb. 27, 1912.



WITNESSES:

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His Attys.

UNITED STATES PATENT OFFICE.

CHARLES E. DATH, OF CHICAGO, ILLINOIS, ASSIGNOR TO WILLIAM H. MINER, OF CHICAGO, ILLINOIS.

SAFETY-SUPPORT FOR DRAFT-RIGGING.

1,018,485.

Specification of Letters Patent.

Patented Feb. 27, 1912.

Application filed June 28, 1911. Serial No. 635,772.

To all whom it may concern:

Be it known that I, CHARLES E. DATH, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Safety-Supports for Draft-Rigging, of which the following is a specification.

This invention relates to an improvement in the construction of supports for railway car draft rigging, and consists in providing the saddle or support for the draft rigging appliances with a safety clip serving to retain the saddle in place, even though the usual retaining nuts shall come off.

In the accompanying drawing which forms a part of this specification, Figure 1 is a horizontal section of a draft rigging taken on the line 1—1 of Fig. 2. Fig. 2 is a vertical cross section on the line 2—2 of Fig. 1. Fig. 3 is a partial, side elevation.

In said drawing, A, A are the center sills of a railway car.

B is the draw-bar.

C is the shock absorbing device, D, D the followers, E, E the stop castings and F the saddle upon which the shock absorbing devices are supported, said saddle being bolted by bolts G to the flanges H, H of the sills A.

Ordinarily, the nuts g of the bolts G are set directly up against the support F. In such case, it sometimes happens that in service the nuts become loosened and work off, in which case there is nothing to retain the saddle F in place and, falling off, it releases the draft rigging, and often a bad accident results. To prevent this, I apply the clips J, J, each consisting of the lower member j pierced for the passage of the bolt, the vertical member j^1 and the short upper mem-

ber j^2 , extending into contact with the bolt head g^1 .

It is customary to provide each of the saddles with two bolts at each side, and the clip is made long enough to engage both of these bolts. When the clip is applied and the bolts put in place, each clip is secured to the sill flange and the saddle by two bolts, which will prevent the clip from escape, even though the nuts g are not yet applied or shall have been lost off, for the bolt is held from falling downward by its own head and the clip is held from escape by the bolt which passes through it. Any ordinary lock nut may be applied to prevent the nut from escaping as an additional precaution, if desired, though the purpose of this invention is to insure temporary safety, even though the nuts shall have become loosened and have been lost off.

I claim:—

1. In a railway car draft rigging supported from flanged sills by a bolted saddle, the combination with the saddle and sill, of a clip pierced for the passage of the bolt and extended to embrace both the saddle and the sill flange, substantially as specified.

2. In a railway car draft rigging supported from flanged sills by a bolted saddle, the combination with the saddle and sill, of a clip pierced for the passage of the bolt and extended to embrace both the saddle and the sill flange, the upper member being brought into contact with the bolt head, substantially as specified.

CHARLES E. DATH.

Witnesses:

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