C. S. SHALLENBERGER.

DRAFT RIGGING FOR RAILWAY CARS.

APPLICATION FILED OCT. 29, 1908.

947,857. Patented Feb. 1, 1910.

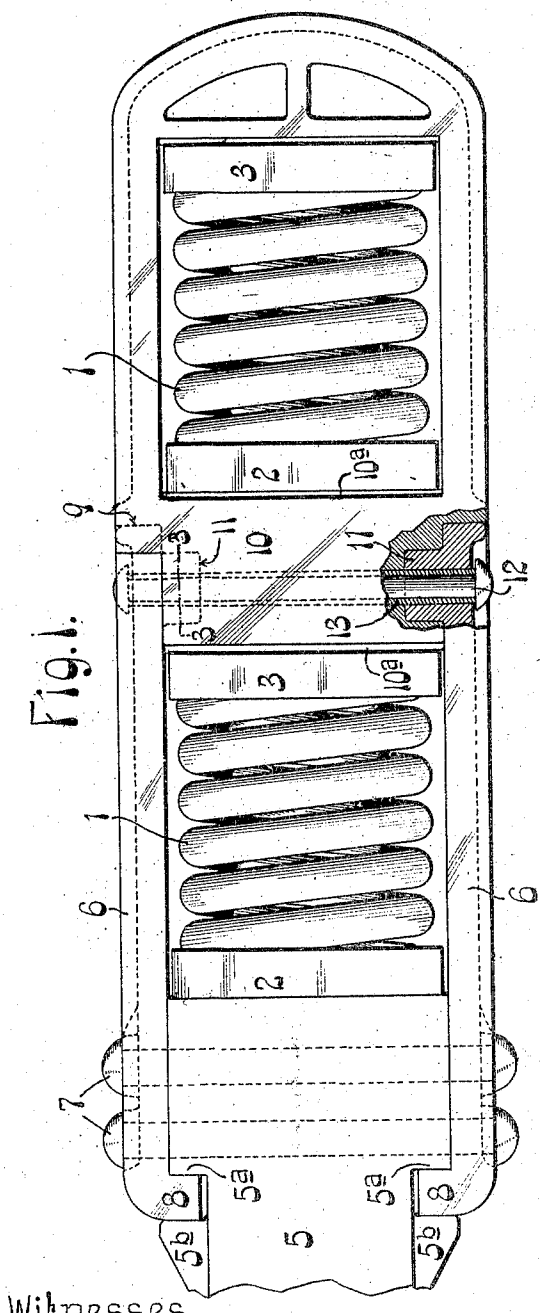

Fig. 1.

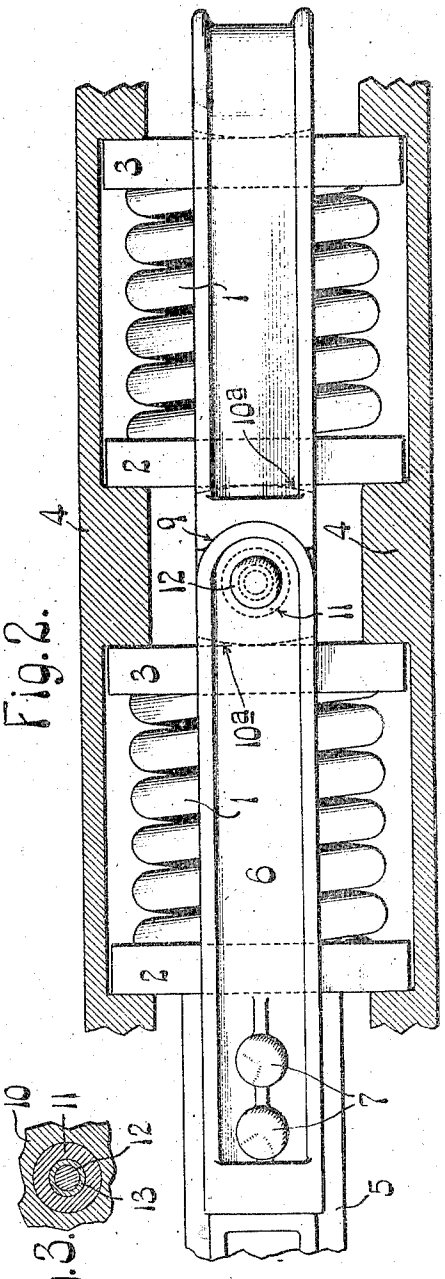

Fig. 2.

Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

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DRAFT-RIGGING FOR RAILWAY-CARS.

947,857. Specification of Letters Patent. Patented Feb. 1, 1910.

Application filed October 29, 1908. Serial No. 460,100.

To all whom it may concern:

Be it known that I, CHARLES S. SHALLENBERGER, a citizen of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Draft-Riggings for Railway-Cars, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevational view, partly in section, of my improved draft rigging; Fig. 2 is a top plan view, partly in horizontal section, showing the draft rigging applied to the cheek plates of a railway car; and Fig. 3 is a horizontal sectional view taken on the line 3—3 of Fig. 1.

This invention relates to new and useful improvements in draft riggings for railway cars.

In the preferred form of my invention, a yoke, which embraces or partially embraces springs constituting the shock-absorbing medium of the draft rigging, is built up of sections pivotally connected together, one of said yoke sections being secured to the drawbar. This construction allows a portion of the yoke to swing horizontally on a pivot, and the said yoke is thereby relieved of the abnormal stresses to which it is subjected when the car is going around a curve.

My improved yoke is particularly adapted for use in connection with a tandem spring draft rigging, but I wish it to be understood that the use of my invention is not limited to this or any other particular form of draft rigging.

The draft rigging herein shown is of the ordinary tandem type, and is composed of two springs 1, interposed between follower plates 2 and 3. The follower plates normally engage lugs on cheek plates 4, as shown in Fig. 2. 5 indicates the drawbar which normally engages the front follower plate 2. Yoke members 6 are secured to the drawbar by means of rivets 7, or other suitable fastening devices, the forward ends of said members being provided with lips 8 which are arranged between lugs 5^a and 5^b formed integral with the drawbar. Thus the members 6 may be said to constitute rearward extensions of the drawbar. The members 6 constitute the front section of a yoke and have curved rear ends which engage correspondingly shaped shoulders 9 on the rear yoke section. The rear yoke section preferably embraces the rear draft spring and is provided with an enlarged front portion 10 having curved faces 10^a which normally engage the intermediate follower plates 2 and 3, respectively. The rear end of each member 6 is provided with a circular boss 11 which extends into a circular socket in the rear yoke section. A bolt or rivet 12, arranged within a piece of pipe 13, passes through the center of the bosses 11 and through the enlarged portion 10 of the rear yoke section. The circular bosses 11 form a pivotal connection between the front and rear yoke sections and prevent the rivet 12 and pipe 13 from receiving a shearing strain during buffing and pulling shocks.

The springs 1 are compressed between the follower plates when the car receives a buffing or pulling shock. During buffing shocks the drawbar and yoke move the follower plates 2 rearwardly and the follower plates 3 are prevented from moving by lugs on the cheek plates 4. The pulling shocks on the drawbar cause the yoke to move the follower plates 3 forward and during this movement the follower plates 2 are held stationary by lugs on the cheek plates 4.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent is:

1. In a draft rigging, a shock-absorbing device, a drawbar, and a yoke, said yoke being composed of members that are pivotally connected together intermediate the ends of said shock-absorbing device.

2. In a draft rigging, a shock-absorbing means comprising a plurality of elements, and an actuating means coöperating with said shock-absorbing means, said actuating means comprising members that are pivotally connected together at a point between the elements of the shock-absorbing means.

3. In a draft rigging, followers, a shock-absorbing means interposed between said followers, a yoke member, and a drawbar for actuating said followers, said drawbar being provided with rearward extensions that are pivoted to said yoke member at a point between the followers.

4. In a draft rigging, end followers, intermediate followers, a plurality of shock-absorbing elements interposed between the

end and intermediate followers, a yoke member, and a drawbar having rearward extensions that are pivotally connected to said yoke member at a point between two of the intermediate followers.

5. In a draft rigging, a drawbar, a yoke composed of sections pivotally connected together, one of said yoke sections being secured to the drawbar, and a shock-absorbing element actuated by said yoke and drawbar.

6. In a draft rigging, a drawbar, a yoke composed of a plurality of sections, one of which is secured to the drawbar, and a shock-absorbing element embraced by said yoke.

7. In a draft rigging, a plurality of shock-absorbing devices, a yoke embracing said devices and comprising a plurality of sections that are pivotally connected together intermediate said devices, and a drawbar connected to one of said yoke sections.

8. A tandem draft rigging comprising end followers and intermediate followers, shock-absorbing devices arranged between said followers, members coöperating with said end followers, and a pivotal connection between said members located between the intermediate followers.

9. In a draft rigging, a drawbar, end followers, intermediate followers, a shock-absorbing device interposed between each end and intermediate follower, a yoke comprising two sections, one of which entirely surrounds one of the end and intermediate followers, the other yoke section being in the form of bars rigidly connected to the drawbar and pivoted to the first-mentioned yoke section.

10. A yoke for draft rigging, comprising sections pivotally connected together.

11. A yoke for tandem draft riggings, comprising a rear section having an integral portion that is adapted to lie between the intermediate followers of the rigging, and a front section pivotally connected to said integral portion.

12. A yoke for tandem draft riggings, comprising a rear section having an integral portion that is adapted to lie between the intermediate followers of the rigging, and a front section having integral projections that fit in sockets in the integral portion of said rear section so as to pivotally connect said sections together.

13. A tandem draft rigging, comprising end followers and intermediate followers, a pair of shock-absorbing devices coöperating with said followers, a yoke surrounding the rear shock-absorbing device and the followers that coöperate therewith, and a drawbar coöperating with the end follower of the front shock-absorbing device and having rearward extensions that are pivotally connected to said yoke.

14. A tandem draft rigging, comprising end followers and intermediate followers, a pair of shock-absorbing devices coöperating with said followers, a yoke surrounding the rear shock-absorbing device and the followers that coöperate therewith, and a drawbar coöperating with the end follower of the front shock-absorbing device and having rearward extensions that are pivotally connected to said yoke, said yoke having curved surfaces that bear against the intermediate followers.

15. A yoke for draft rigging, comprising two sections, one of which is in the form of a continuous loop, the other section being in the form of bars, each of said bars being provided with an integral projection which interlocks with the other section.

16. In a draft rigging, a drawbar, a yoke connected thereto and consisting of members that are pivotally connected together, and a shock-absorbing device interposed between the drawbar and the pivotal connection of said yoke members.

17. In a tandem draft rigging, a drawbar provided with rearwardly projecting members, a yoke member pivotally connected to said rearwardly projecting members, a shock-absorbing device arranged at one side of said pivotal connection and coöperating with the drawbar, and a shock-absorbing device arranged at the other side of said pivotal connection and coöperating with the yoke member.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this twenty fourth day of October, 1908.

CHARLES S. SHALLENBERGER.

Witnesses:
A. J. McCAULEY,
GEORGE BAKEWELL.