G. Q. LEWIS.

DRAFT RIGGING FOR RAILWAY CARS.

APPLICATION FILED JUNE 12, 1912.

1,041,110. **Patented Oct. 15, 1912.**

2 SHEETS—SHEET 1.

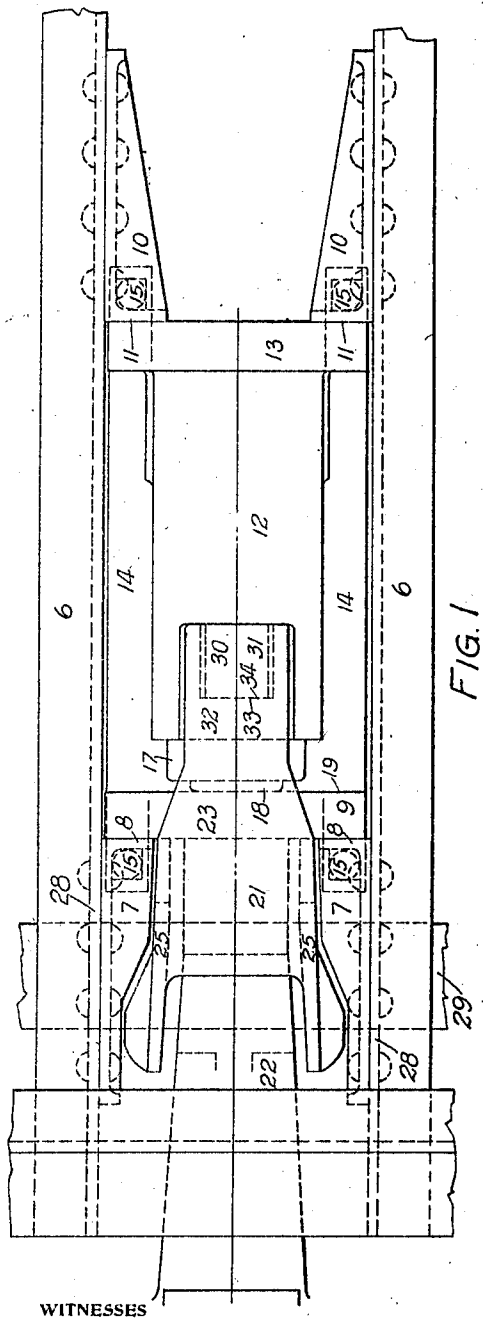

FIG. 1

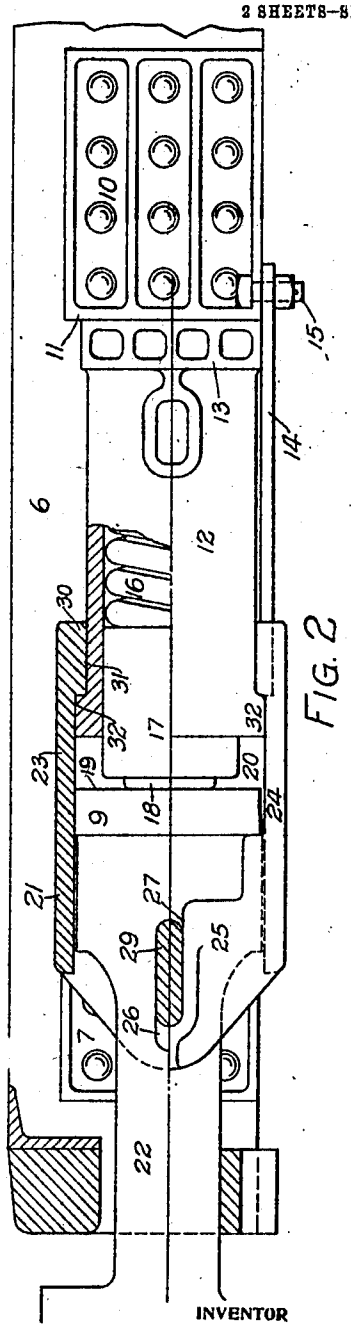

FIG. 2

WITNESSES

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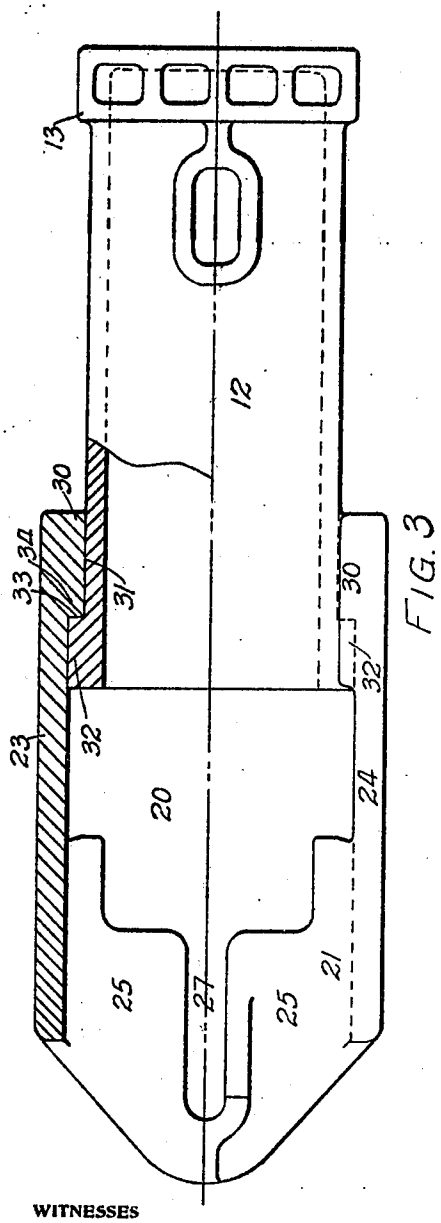

FIG. 3

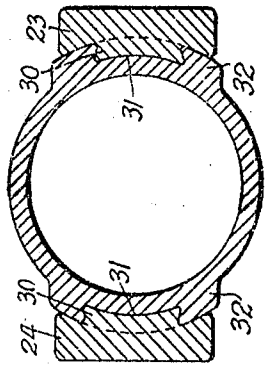

FIG. 5

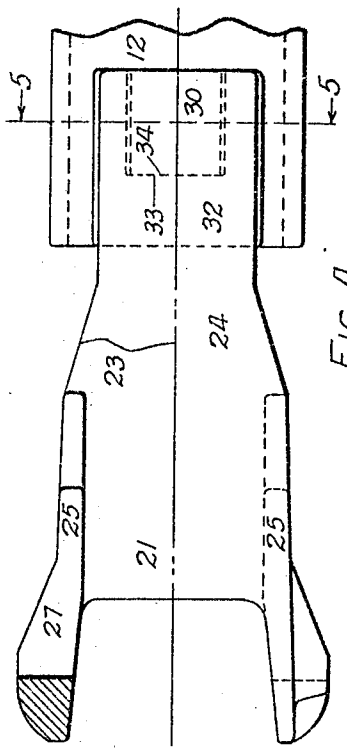

FIG. 4

WITNESSES

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DRAFT-RIGGING FOR RAILWAY-CARS.

1,041,110. Specification of Letters Patent. Patented Oct. 15, 1912.

Application filed June 12, 1912. Serial No. 703,192.

To all whom it may concern:

Be it known that I, GOODRICH Q. LEWIS, a citizen of the United States, residing at Wheaton, in the county of Dupage and State of Illinois, have invented a certain new and useful Improvement in Draft-Rigging for Railway-Cars, 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 rigging for railway cars.

The object of my invention is to provide a railway draft rigging of strong and durable construction, and one in which the means connecting the draw bar with the shock absorbing mechanism is safe, simple and of easy construction and application.

In the drawings forming a part of this specification Figure 1 is a plan view of a railway draft rigging embodying my invention. Fig. 2 is a side elevation partly in vertical longitudinal section. Fig. 3 is an enlarged detail illustrating in side elevation partly in vertical longitudinal section the shell and the means of connecting it with the draw bar. Fig. 4 is an enlarged detail showing in plan view and partly in horizontal section the means of connecting the draw bar and shell in engagement with the forward portion of the shell. Fig. 5 is a cross-section on line 5—5 of Fig. 4.

In the drawings 6, 6 represent the center sills or parts of the car frame to which the draft rigging is attached; 7, 7 the front stop members provided with the stop shoulders 8, 8 which limit the forward movement of the front follower 9; 10, 10 the rear stop members provided with the stop shoulders 11, 11, which limit the rearward travel of the shell 12 when engaged by the member 13 transversely secured to the rear end of the shell, and preferably integral therewith. The follower 9 and the member 13 rest upon and slidingly engage the longitudinally disposed plates or guides 14, 14, which are secured at either end to the stop members by the bolts 15, 15, and serve to support the rigging between the center sills.

The shell 12 is hollow, and closed at its rear end and open at its forward end. Preferably it is cylindrical in shape, and contains suitable compression resisting members consisting preferably of the spring 16, the friction shoes 17, and the wedge 18. The wedge 18 contacts with the rear face 19 of the follower 9, which follower passes through the transverse opening 20 in the member 21. The member 21 serves to connect the shell 12 with the draw bar 22.

The member 21 comprises an upper and a lower arm 23 and 24 respectively, forwardly provided with lateral plates 25, 25, and forming with the arms a box like opening to receive the draw bar 22. The draw bar is provided with the transverse slot 26, registering with the slots 27, 27 in the lateral plates 25, 25, and in preferable construction the slots 28, 28 registering with slots 26 and 27 are formed in the adjacent front stop members and center sills to permit the passage through them of the draw bar key 29, which secures the draw bar within the box like opening of the member 21. The slots 27, 27 in the plates 25 are rearwardly extended to permit the travel of the key therein.

The arms 23 and 24 are each provided with the lugs 30 turned inwardly toward the shell 12. Each lug 30 has a corresponding pocket 31, 31 to receive it, provided respectively upon the upper and lower exterior surfaces of the shell. Each pocket 31 is formed by the U shaped member 32, which is integral with the shell and with its opening, the pocket 31, turned rearwardly.

I prefer to taper the edges of the pockets 31, 31 and of the lugs 30, 30, as illustrated in cross section in Fig. 5, so that they dove-tail together. The shoulder 33 forming the forward end of each pocket 31 engages the forward face 34 of the lug 30.

In buffing movement of the gear the rear end of the draw bar contacts with the front follower, and the draw bar key moves rearwardly in the slots 27, 27 without strain upon the member 21. In pulling movement of the gear the key 29 engages the forward ends of the slots 27, 27, and through the connecting member 21 imparts forward movement to the shell. The connecting member 21 is removed from the shell by sliding it rearwardly until the lugs 30, 30 are freed from the pockets 31, then a quarter turn is given it, and it may be forwardly withdrawn. This operation is reversed to apply the member to the shell.

I claim:—

1. In a device of the character described, a draw bar, a shell and a member connecting them, said member having arms provided with lugs, and the shell having pockets opening rearwardly to receive said lugs.

2. In a railway draft rigging, a draw bar, a shell and a member connecting them, removably attached to the shell, the said member comprising arms extended rearwardly from the draw bar having inwardly turned lugs adapted to engage within rearwardly opening pockets upon the shell.

3. In a railway draft rigging, a draw bar, a shell and a member connecting them, removably attached to the draw bar and to the shell, the said member being provided with a box like opening to receive the draw bar, and with rearwardly extending arms having inwardly turned lugs, and the shell having rearwardly opening pockets adapted to receive the said lugs.

4. In a railway draft rigging, a draw bar, a shell and a member connecting the draw bar and shell, the shell being provided exteriorly with U shaped members forming rearwardly opening pockets, and the said connecting member being provided with arms adapted for engagement within said pockets.

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Witnesses:
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