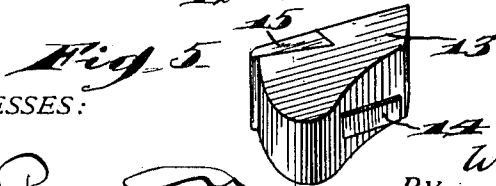
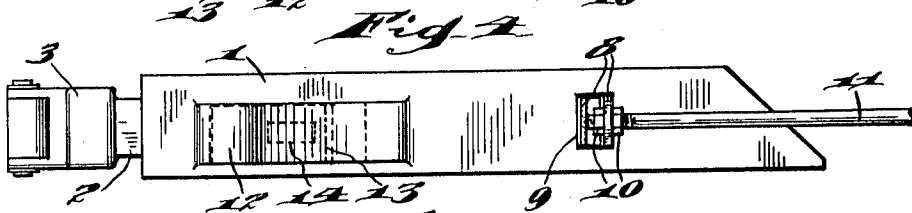
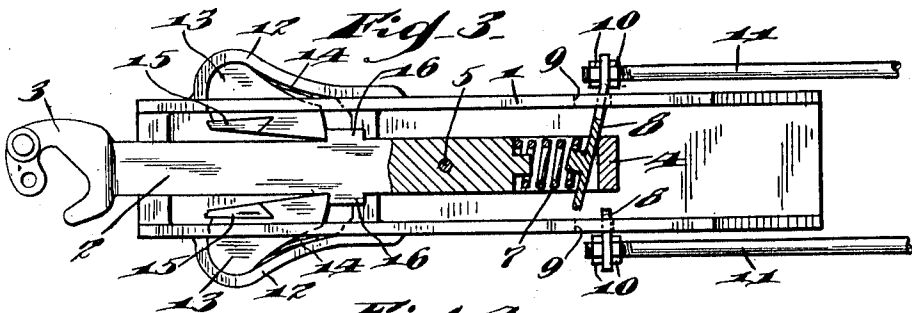
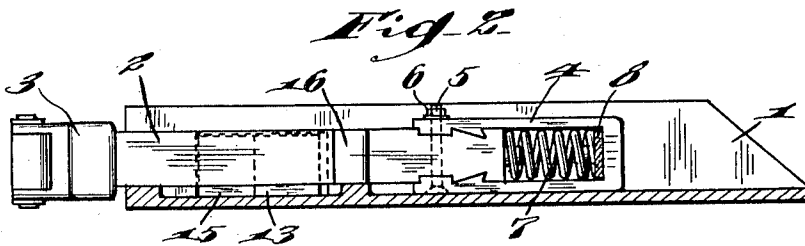
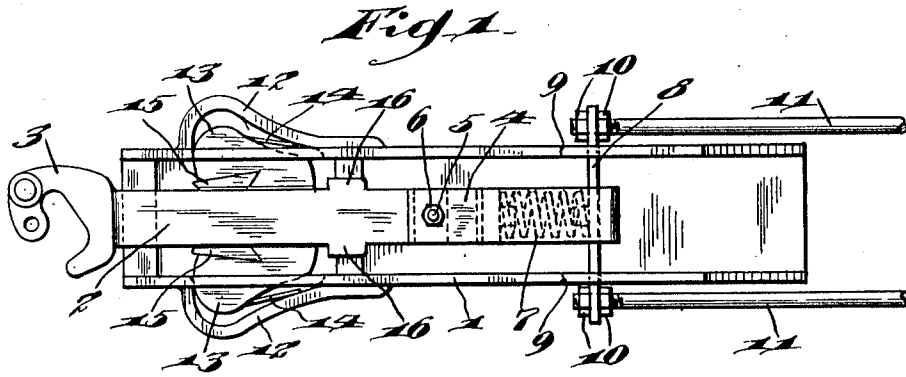


W. H. POTTER.  
DRAFT RIGGING.  
APPLICATION FILED SEPT. 6, 1911.

1,020,445.

Patented Mar. 19, 1912.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

WILLIAM H. POTTER, OF PHILADELPHIA, PENNSYLVANIA.

## DRAFT-RIGGING.

1,020,445.

Specification of Letters Patent.

Patented Mar. 19, 1912.

Application filed September 6, 1911. Serial No. 647,953.

*To all whom it may concern:*

Be it known that I, WILLIAM H. POTTER, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Draft-Rigging, of which the following is a specification.

My invention relates to improvements in draft rigging, the object of the invention being to provide improved means which prevent the coupling from being drawn out of the draft rigging even though the bolt or the key, or some other part of the rigging should break.

A further object is to provide in a draft rigging, a spring-pressed block or blocks positioned at the side or sides of a coupling and adapted to be engaged by a shoulder or shoulders on the draw bar of a coupling, should the coupling be disconnected from the rigging in any way so as to prevent the coupling from being drawn out, and thereby prevent accidents which would and do result from such occurrences.

With these and other objects in view, the invention consists in certain novel features of construction and combinations and arrangements of parts, as will be more fully hereinafter described and pointed out in the claims.

In the accompanying drawings: Figure 1, is a plan view illustrating my improvements in normal position. Fig. 2, is a view in longitudinal section taken at one side of the coupler. Fig. 3, is a sectional plan view showing the parts in the position they would occupy in the event the key should break. Fig. 4, is a view in side elevation of Fig. 3. Fig. 5, is a detail perspective view of one of the blocks 13.

The numeral 1, represents a longitudinal channel which is adapted to be secured to the car structure in any approved manner, and in this channel the draw bar 2 of an ordinary coupling 3 is positioned. To the rear end of the draw bar 2, a strap 4 is secured by a bolt 5, and nut 6. In the strap 4, a coiled spring 7 is located and through the strap, a key 8 is positioned and against which one end of the spring bears. The key 8 projects through slots 9 in the sides of channel 1, and is secured by nuts 10 to the longitudinal rods 11 of the draft rigging.

The channel 1, at opposite sides of the draw bar 2, is made with laterally project-

ing pockets 12, in which blocks 13 are adapted to move. These blocks 13 are provided with flat springs 14, which press them into engagement with the sides of draw bar 2, and said blocks are provided with wearing plates 15, which may be replaced if desired. Blocks 13, while they serve to center the coupling, their function is primarily to prevent the removal of the coupling should a part of the draft rigging break.

The draw bar 2 is made with lateral enlargements 16 which, when any part of the draft rigging gives away, will strike the blocks 13, and said blocks will hold the coupling in the channel as shown clearly in Fig. 3. In this figure I show the key 8 broken, but of course, the bolt 5 may be disconnected or some other part of the rigging break, which, if my improved blocks were not provided, would permit the coupling to be drawn out of the channel, when it would fall down on the track, and not only disconnect cars, but derail those following, which commonly occurs with rigging now in use. While I have shown two of these blocks 13, it is apparent that one would perform the function to a certain degree, but I prefer two because of the centering action, and various changes might be made in the general form and arrangement of parts described without departing from my invention, and hence I do not limit myself to the precise details set forth, but consider myself at liberty to make such changes and alterations as fairly fall within the spirit and scope of the appended claims.

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

1. In a draft rigging, the combination with a channel, of a coupling mounted longitudinally in the channel, and a spring-pressed block bearing against the side of the draw bar of the coupling, and said coupling having a shoulder in rear of said block adapted to engage the end of the block when the coupling becomes detached from its rigging, and prevent the coupling from being drawn out of the channel, substantially as described.

2. In a draft rigging, the combination with a channel, of a car coupling having its draw bar positioned centrally in the channel, pockets in the opposite sides of the channel, blocks in said pockets, springs pressing said blocks against the sides of the

draw bar, and shoulders on said draw bar in rear of the blocks adapted to engage the ends of the blocks when the coupling becomes detached from its rigging, and prevent the coupling from being drawn out of the channel, substantially as described.

3. In a draft rigging, the combination with a channel having pockets in its sides, of a coupling having its draw bar positioned centrally in the channel, blocks in said pockets having flat faces bearing against the opposite sides of the draw bar, springs in said pockets pressing said blocks against the draw bar, enlargements on the sides of the

draw bar normally spaced from the blocks, and adapted when the coupling becomes detached from its rigging, to engage said blocks and prevent the coupling from being drawn out of the channel, substantially as described.

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

WILLIAM H. POTTER.

Witnesses:

R. H. KRENKEL,  
CHARLES E. POTTS.

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