No. 877,943. PATENTED FEB. 4, 1908.

C. J. NASH.

RAILWAY DRAFT RIGGING.

APPLICATION FILED JULY 15, 1907.

2 SHEETS—SHEET 1.

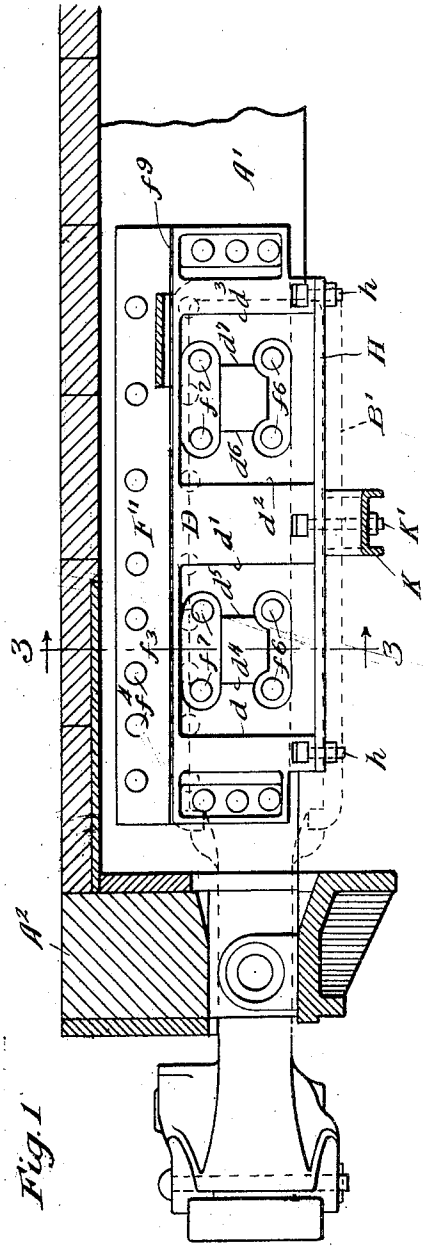


Fig. 1

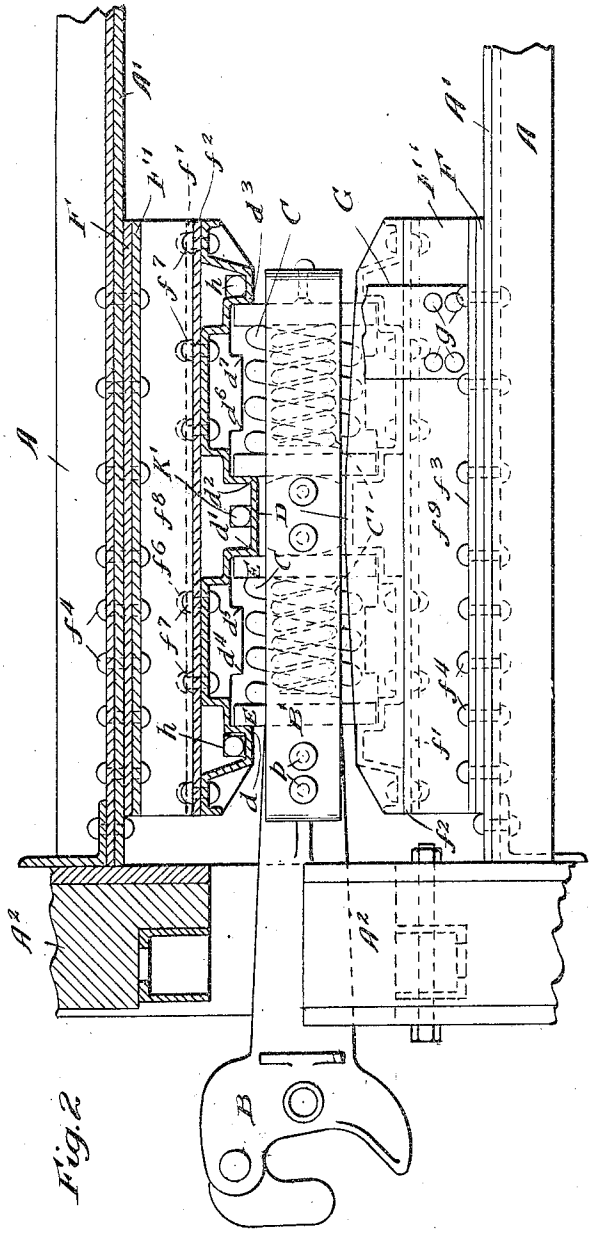


Fig. 2

Witnesses:

Wm. Geiger

W. W. Munday

Inventor:
Charles J. Nash

By Munday, Evarts, Adcock & Clarke

Attorneys

No. 877,943. PATENTED FEB. 4, 1908.

C. J. NASH.

RAILWAY DRAFT RIGGING.

APPLICATION FILED JULY 15, 1907.

2 SHEETS—SHEET 2.

Fig. 3

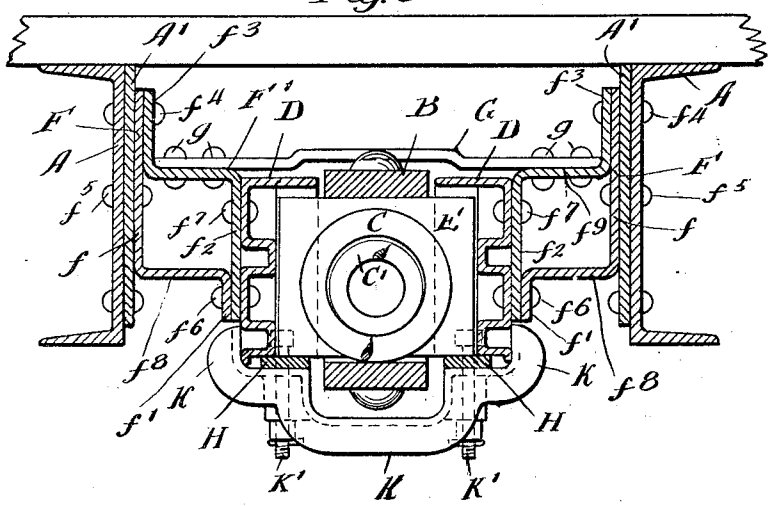


Fig. 4

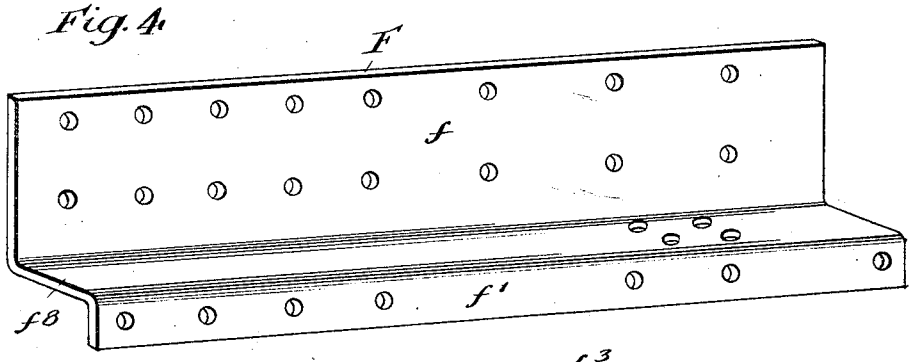
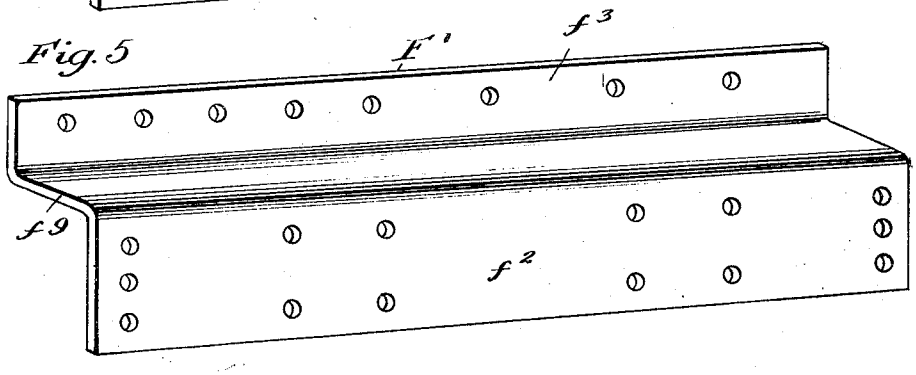


Fig. 5



Witnesses:

Wm. Geiger

H. M. Munday.

Inventor:

Charles J. Nash

By Munday, Evarts, Adcock & Clarke.

Attorneys

UNITED STATES PATENT OFFICE.

CHARLES J. NASH, OF CHICAGO, ILLINOIS, ASSIGNOR TO W. H. MINER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

RAILWAY DRAFT-RIGGING.

No. 877,943. Specification of Letters Patent. Patented Feb. 4, 1908.

Application filed July 15, 1907. Serial No. 383,805.

To all whom it may concern:

Be it known that I, CHARLES J. NASH, 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 Railway Draft-Rigging, of which the following is a specification.

My invention relates to railway draft rigging and more particularly to draft rigging for locomotive tenders.

In locomotive tenders the metal center sills are ordinarily spaced too wide apart to properly receive or accommodate the ordinary construction of draft rigging.

The object of my invention is to provide a simple and efficient means for securely anchoring and properly spacing the side plates or stop castings to the metal center sills of locomotive tenders where the center sills are too widely spaced to otherwise properly receive the draft rigging.

My invention consists in the novel construction of parts and devices and in the novel combinations of parts and devices herein shown and described and more particularly specified in the claims.

In the accompanying drawing forming a part of this specification, Figure 1 is a side elevation partly in vertical longitudinal section of a locomotive tender draft rigging embodying my invention. Fig. 2 is a plan view partly in horizontal section. Fig. 3 is a vertical cross section on line 3—3 of Fig. 1. Figs. 4 and 5 are perspective views of the Z plates as hereinafter described.

In the drawing, A A represent the center sills of a locomotive tender to which the draft rigging is to be applied, the same having the ordinary reinforcing plates A^1, and A^2 is the end sill.

B is the draw-bar of the coupler and B^1 the yoke secured to the draw-bar by rivets b.

C C^1 are tandem arranged springs and D D are the side plates or stop castings furnished with front stops d, middle stops d^1 d^2, rear stops d^3 and intermediate stops d^4 d^5 d^6 d^7 for the followers E to abut against.

To enable the side plates or stop castings D D to be properly spaced and at the same time securely anchored to the widely separated center sills A A, I interpose between each center sill and the adjacent side plate or stop casting D, a pair of Z shaped plates F F^1, placed opposing each other, the plate F having its long limb f fitting flat against the center sill and its short flange f^1 fitting against the long limb f^2 of the other plate F^1 and the stop casting D fitting against the long limb f^2 of the Z plate F^1 while the short leg f^3 of the plate F^1 fits against the upper portion of the long limb f of the plate F. Rivets f^4 extend through both Z plates F F^1 and the center sill and secure the same thereto. Shorter rivets f^5 extend through the plate F and the center sill A and rivets f^6 secure the side plate or stop casting D to both plates F F^1 and further rivets f^7 extend through the inner Z plate F^1 and further secure the stop casting D thereto. The outer and inner Z plates F F^1 thus afford a simple and very strong and safe anchorage or connection between the side plates or stop castings D D and the widely separated center sills A A. By making the horizontal members f^8 f^9 of the outer and inner plates F F^1 greater or less, the draft rigging may be accommodated to any width of center sills with very slight expense.

G is the tie plate extending between the upright flanges or legs f^3 f^3 of the inner Z plates F^1 F^1 and resting upon the horizontal members f^9 f^9 thereof, the same being secured in place by rivets g.

H H are the removable bottom guides for the followers, the same being secured in place by short bolts h and K is the bottom tie plate which extends between the side plates or stop castings D D, the same having upright flanges or shoulders k embracing the lower edges of the stop castings D D. The bottom tie plates K K are secured in place by bolts K^1.

I claim:—

1. In a tender draft rigging, the combination with the center sills and draft-rigging-side-plates or stop castings, of two pair of opposing Z plates interposed between the center sills and side plates or stop castings, and having each long and short legs or members and an interposed horizontal member, the long member of one Z plate fitting against the center sill, and the long member of the other Z plate fitting against the stop casting and rivets connecting both Z plates with the center sill and both Z plates with the stop castings, substantially as specified.

2. In a tender draft rigging, the combination with the center sills, of two pair of op-

posing Z plates secured thereto and side plates or stop casting secured to said Z plates, substantially as specified.

3. In a tender draft rigging, the combination with the center sills, of two pair of opposing Z plates secured thereto, side plates or stop castings secured to said Z plates and a tie plate extending between the short upright legs of the two inner Z plates and secured to the horizontal members thereof, substantially as specified.

4. In a tender draft rigging, the combination with the center sills and side plates or stop castings, of opposing Z plates between each center sill and the adjacent stop casting, the inner Z plate having a short upwardly projecting leg above the stop casting riveted to the center sill and the outer Z plate having a short downwardly projecting leg or member riveted to the stop casting, substantially as specified.

5. In a draft rigging, the combination with the center sill of a stop casting, and a bent plate interposed between and secured to both the center sill and stop casting, substantially as specified.

CHARLES J. NASH.

Witnesses:
PEARL ABRAMS,
H. M. MUNDAY.