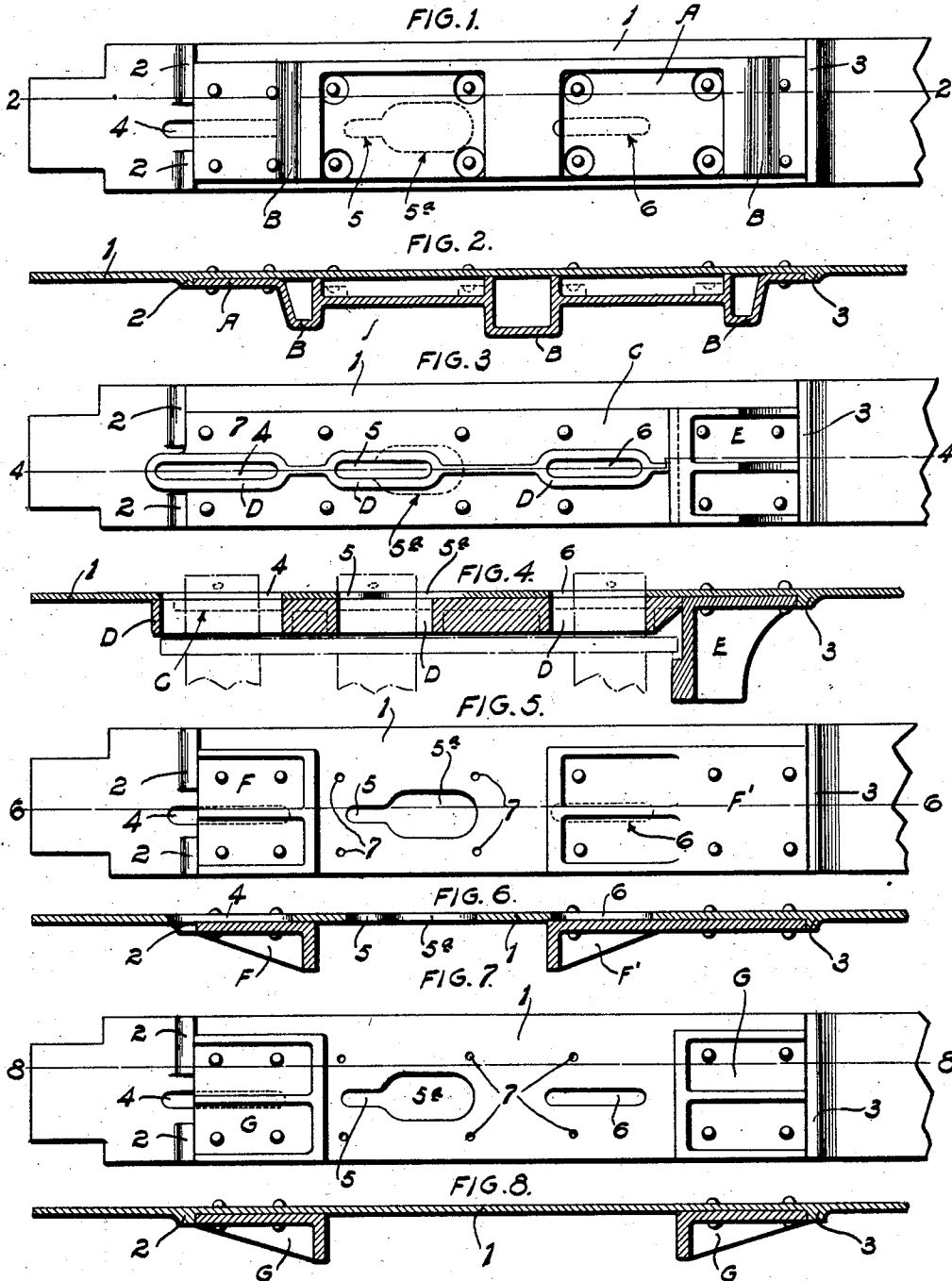


C. S. SHALLENBERGER & P. J. HOWARD.
 SIDE SILL FOR DRAFT RIGGING.
 APPLICATION FILED APR. 15, 1910.

997,421.

Patented July 11, 1911.



WITNESSES

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UNITED STATES PATENT OFFICE.

CHARLES S. SHALLENBERGER AND PLINY J. HOWARD, OF ST. LOUIS, MISSOURI,
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SIDE SILL FOR DRAFT-RIGGING.

997,421.

Specification of Letters Patent.

Patented July 11, 1911.

Application filed April 15, 1910. Serial No. 555,576.

To all whom it may concern:

Be it known that we, CHARLES S. SHALLENBERGER and PLINY J. HOWARD, citizens of the United States, residing at St. Louis, Missouri, have invented a certain new and useful Improvement in Side Sills for Draft-Rigging, 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 an elevation of our improved draft sill and showing the side plate of one form of draft rigging applied to said sill. Fig. 2 is a horizontal section taken on the line 2—2 of Fig. 1. Fig. 3 is an elevation of the draft sill and showing the side plate of a second form of draft rigging applied thereto. Fig. 4 is a horizontal section taken on the line 4—4 of Fig. 3. Fig. 5 is an elevation of the draft sill and showing the draft lugs of a third type of draft rigging applied to said sill. Fig. 6 is a horizontal section taken on the line 6—6 of Fig. 5. Fig. 7 is an elevation of our improved sill and showing the draft lugs of a fourth type of draft rigging applied to said sill. Fig. 8 is a horizontal section taken on the line 8—8 of Fig. 7.

Our invention relates to draft sills adapted to be positioned at the ends of the center sills of a car, and which draft sills are of such form and construction as to readily accommodate all of the different types of draft rigging now in general use in railway construction.

By the use of draft sills of our improved construction it is possible to easily and quickly position any type of draft rigging in the pocket between the sills and one type, or form of draft rigging can readily be substituted for another with little work, or necessitating the cutting or boring of the sills on which our improved draft sills are positioned.

Our invention consists in a pair of plates applied to the center sills of a car, said plates being provided with suitable lugs against which the draft lugs and brackets of the draft rigging engage, and said draft sills being provided with a series of openings or slots to accommodate the keys and

like movable parts of certain types of draft rigging.

Our invention further consists in certain novel features of construction and arrangement of parts hereinafter more fully described and claimed.

In the accompanying drawings we have shown but one of the plates which form the draft sills, and it will be readily understood that there is a pair of these plates or sills for each pocket. The sills are in the form of elongated plates 1, and the same are rigidly fixed in any suitable manner to the under frame of the car at the ends of the center sill or sills thereof.

Formed on the face of each plate 1 adjacent its front end is a pair of lugs 2 which are in vertical alinement and formed on the face of said plate 1 a predetermined distance to the rear of said lugs 2 is a vertically disposed lug 3. These lugs 2 and 3 provide rigid shoulders against which the outer ends of side plates, draft lugs and brackets of the various types of draft rigging engage when positioned in the pocket between the draft sills.

Formed through the forward portion of the plate 1 is a horizontally disposed slot 4, the forward end of which extends between the pair of lugs 2.

Formed through the plate 1 a predetermined distance to the rear of the slot 5 is a slot 6 which together with the slots 4 and 5 receive the ends of the transversely disposed keys and like movable members of the various forms of draft side link rigging.

Apertures 7 are formed through the plate 1 at suitable points to accommodate the rivets and bolts utilized for fastening the side plates, draft lugs and brackets forming parts of the different forms of draft rigging.

In Figs. 1 and 2 we have shown the side plates of a form of draft rigging commercially known as the "Miner" gear applied to the draft sill. This particular type of rigging employs a side plate A provided with a series of vertically disposed draft lugs B and when this plate is positioned on the plate 1 the ends of said plate A bear directly against the lugs 2 and 3 and said plates being united by rivets or like fastening devices which pass through suitably located apertures in the plate A and through the apertures 7 in the plate 1.

In Figs. 3 and 4 a second form of rigging, commercially known as the "Farlow" gear, is shown applied to our improved draft sill and this form of rigging employs a plate C through which is formed slots D which coincide with the slots 4, 5 and 6 in the plate 1. Interposed between the rear end of the plate C and the lug 3 is a bracket E.

In Figs. 5 and 6 the brackets F and F' employed by a third type of draft rigging, commercially known as the "Cardwell" friction rigging, are shown applied to the inner face of the draft sill 1 with the outer ends of said brackets bearing against the lugs 2 and 3. In this form of rigging the slot 5 is made in the form of an irregular opening to permit of longitudinal movement of a lateral bolt in this type of gear.

In Figs. 7 and 8 the brackets G of a fourth type of draft rigging are shown positioned upon the face of plate 1 with the outer ends of said brackets G bearing against the lugs 2 and 3.

The draft sills shown in Figs. 7 and 8 and equipped with the draft lugs G are particularly adapted for accommodating draft rigging, commercially known as the "Westinghouse," "Sessions" friction rigging, "Miner" friction rigging, "Republic" and the "Butler" friction gear.

Draft sills of our improved construction are very simple, can be easily and cheaply manufactured, are easily applied to car under frames, readily accommodates all standard types of draft rigging, and said sills are so constructed as to permit the substitution of one particular type of draft rigging for another.

It will be readily understood that minor changes in the size and shape of our improved draft sills can be made and substituted for those herein shown and described without departing in the least from the nature and principle of our invention.

We claim:

In a draft rigging spaced sills for use with the various forms of draft gear comprising side plates having shoulders formed thereon and being provided with a series of longitudinal slots between said shoulders, said slots accommodating laterally projecting parts of the draft rigging.

In testimony whereof, we hereunto affix our signatures in the presence of two witnesses, this 6th day of April, 1910.

CHARLES S. SHALLENBERGER.
PLINY J. HOWARD.

Witnesses:

M. P. SMITH,
L. A. CORRAO.