

J. JEROME.
DRAFT BIGGING FOR RAILWAY CARS.
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1,018,323.

Patented Feb. 20, 1912.

Fig. 1.

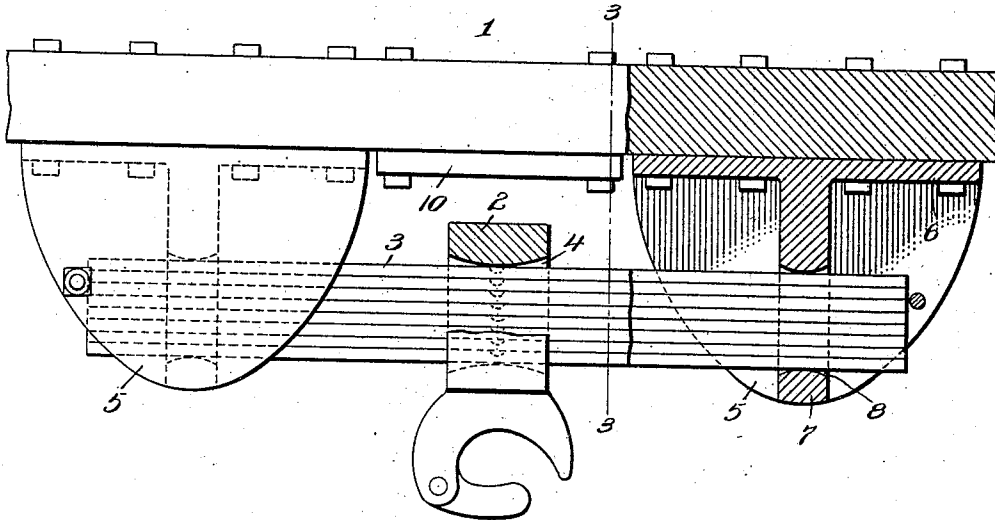


Fig. 2.

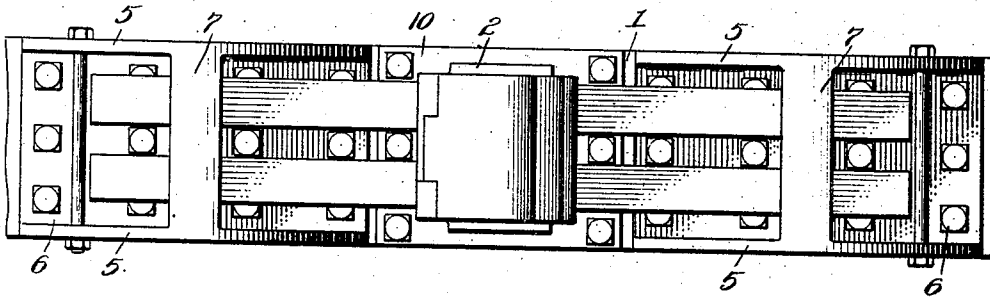
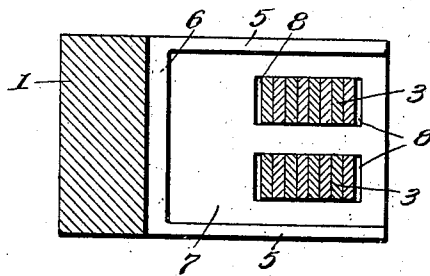


Fig. 3.



Witnesses
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DRAFT-RIGGING FOR RAILWAY-CARS.

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To all whom it may concern:

Be it known that I, JOHN JEROME, a citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented new and useful Improvements in Draft-Rigging for Railway-Cars, of which the following is a specification.

The present invention provides simple and effective means whereby the draw bar of railway cars may be connected directly to the end sills so as to yield upon the application of pulling or pushing force, thereby relieving the rolling stock of the shock incident to the bumping of cars when running them together for coupling, or when backing, or when starting forward suddenly.

A further purpose of the invention is the provision of novel mountings which admit of securely fastening a draft spring to the end sill of a car and which will limit the lateral play of the draw bar and prevent longitudinal displacement of the draft spring, while at the same time admitting of the draft spring being easily and quickly placed in position or removed for replacement or other purpose.

The invention consists of the novel features, details of construction and combinations of parts, which hereinafter will be more particularly set forth, illustrated in the accompanying drawing, and pointed out in the appended claims.

Referring to the drawing, forming a part of the application, Figure 1 is a top plan view of the end sill of a railway car provided with draft appliances embodying the invention, parts being broken away. Fig. 2 is a front view of the parts shown in Fig. 1. Fig. 3 is a section on the line 3—3 of Fig. 1.

Corresponding and like parts are referred to in the following description, and indicated in all the views of the drawing, by the same reference characters.

The numeral 1 designates the end sill of a railway car and 2 the draw bar, which is provided at its outer end with the usual coupling head. The draft spring 3 is arranged in front of the sill 1 parallel therewith and passes through an opening 4 formed horizontally in the draw bar 2, the ends of the opening being made rounding so as to accommodate the flexing of the spring forwardly or rearwardly. Similar brackets receive end portions of the draft

spring 3 and are bolted or otherwise firmly secured to the end sill 1. These brackets are of like formation and each comprises upper and lower plates 5, a base 6 and a centrally disposed web 7, the latter being attached at its top and bottom to the upper and lower plates and at its rear to the base 6, the several parts being of integral formation and constituting elements of a single casting. The plates 5 occupy an approximately horizontal position. The base 6 is arranged vertically and is placed against the front side of the sill 1 to which it is secured by the bolts or fastenings which pass through openings formed in the base. The web 7 occupies a vertical position and has a transverse opening 8 in its forward portion through which the draft spring 3 extends, the ends of the opening being made rounding to accommodate for the rocking of the spring when flexing. The brackets are of substantial formation so as to withstand the strain to which they are subjected when in use. A bolt or pin 9 extends through openings formed in the upper and lower plates of each of the brackets and constitutes a stop to limit endwise movement of the draft spring so as to hold the same in proper position. The bolts or pins 9 are located near the outer edges of the plates in position to engage the ends of the draft spring.

The draft spring 3 may be of any construction and is usually laminated, being formed of leaves arranged and operating in the well known manner of leaf springs. The draft spring is supported in the webs of the brackets between the upper and lower plates thereof and is of a strength to sustain the strain to which it will be subjected when in service.

A buffer plate 10 is bolted or otherwise secured to the front side of the end sill 1 between the brackets to receive the wear incident to backward movement of the draw bar when running the cars together. The buffer plate besides protecting the end sill 1 receives the blow resulting from impact of the draw bar with the end sill when said draw bar is forced rearwardly.

From the foregoing description, taken in connection with the accompanying drawing, the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have

described the principle of operation of the invention, together with the device which I now consider to be the embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the claims appended hereto.

Having thus described the invention what is claimed as new, is:—

1. In draft rigging for railway cars, a pair of brackets comprising vertically disposed webs having a longitudinal arrangement and formed with transverse openings, a draft spring having its end portions passing through the transverse openings of said webs, and a draw bar slidably mounted upon said draft spring and having a limited movement thereon between the brackets.

2. In draft rigging for railway cars, a pair of brackets each comprising upper and lower plates and an intermediate longitudinally disposed web formed with a transverse opening, a draft spring having its end portions passing through the transverse openings of said longitudinal webs, stops supported in the upper and lower plates of the brackets to limit endwise movement of the draft spring, and a draw bar mounted upon said draft spring and adapted to have a limited movement thereon between the brackets.

3. In draft rigging for railway cars, a bracket for supporting a draft spring, said

bracket comprising upper and lower plates, a base connecting the rear ends of the plates, and a centrally disposed longitudinal web connected at its upper and lower edges to said plates and at its rear to the base and having a transverse opening in its front portion to receive the draft spring.

4. In draft rigging for railway cars, a pair of brackets secured to the front side of the end sill of the car, each of said brackets comprising upper and lower plates, a base connecting the rear ends of the plates and secured to said end sill, and a longitudinally disposed web having a transverse opening in its front portion, said web having connection at its rear to said base and at its upper and lower edges to said upper and lower plates, a draft spring having its end portions passing through the transverse openings formed in the webs of the brackets, pins supported in the upper and lower plates of the brackets near the outer edges thereof and forming stops to limit the endwise movement of the draft spring, a draw bar mounted upon the draft spring and having a limited play thereon between the brackets, and a wear plate secured to the front side of the sill between the brackets.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN JEROME.

Witnesses:

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