

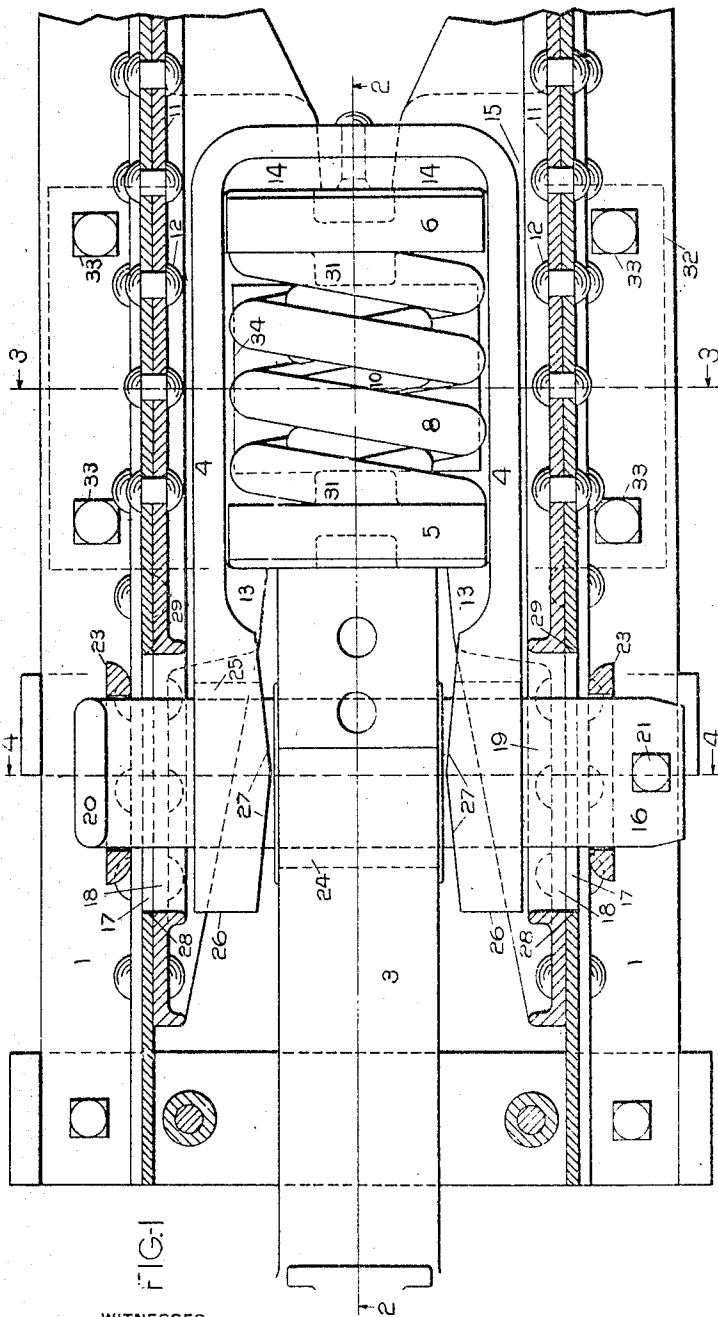
C. E. DATH.
DRAFT RIGGING FOR RAILWAY CARS.

APPLICATION FILED DEC. 13, 1910.

Patented May 19, 1914.

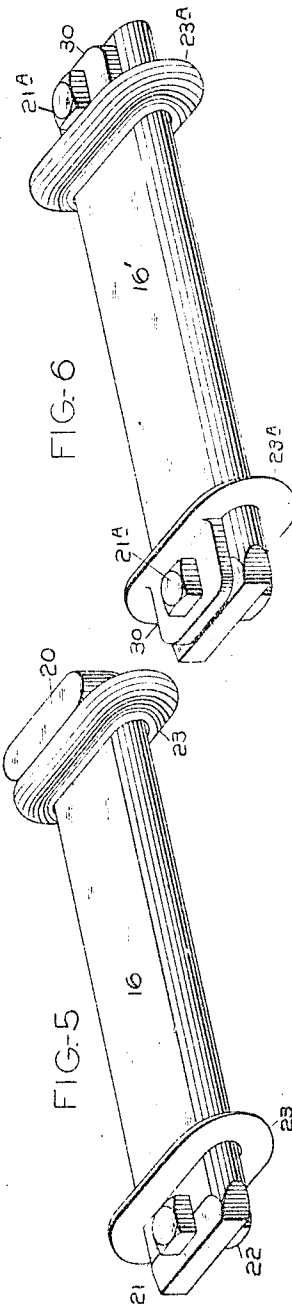
1,097,007.

2 SHEETS-SHEET 1.



WITNESSES

Calvin B. Patch
H. W. Munday



INVENTOR

Charles E. Dath.

By Munday, Everts, Adcock & Clark
Atty.

1,097,007.

Patented May 19, 1914.

2 SHEETS-SHEET 2.

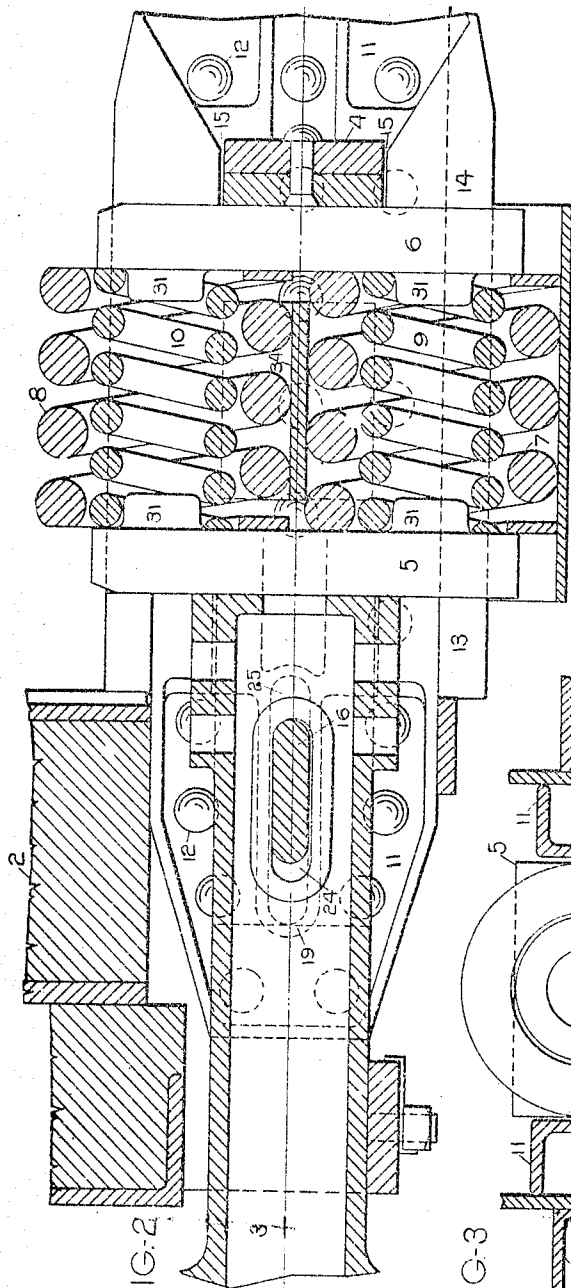


FIG-2

WITNESSES
 Calvin B. Patch
 A. M. Munday

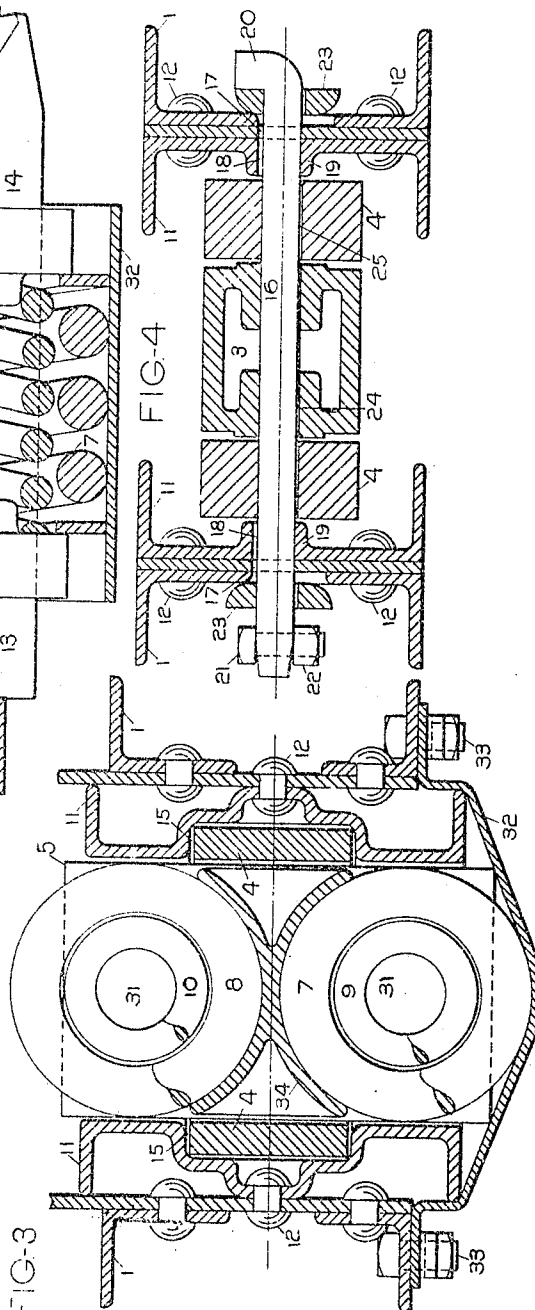


FIG-3

FIG-4

INVENTOR

Charles E. Dath.

By Munday, Crofts, Aldcock & Clarke
 atty

UNITED STATES PATENT OFFICE.

CHARLES E. DATH, OF CHICAGO, ILLINOIS, ASSIGNOR TO WILLIAM H. MINER, OF CHICAGO, ILLINOIS.

DRAFT-RIGGING FOR RAILWAY-CARS.

1,097,007.

Specification of Letters Patent.

Patented May 19, 1914.

Application filed December 13, 1910. Serial No. 597,122.

To all whom it may concern:

Be it known that I, CHARLES E. DATH, 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 Draft-Rigging for Railway-Cars, of which the following is a specification.

My invention relates to improvements in draft rigging for railway cars.

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 claim.

In the accompanying drawing forming a part of this specification, Figure 1 is a plan view, partly in horizontal section, of a draft rigging embodying my invention. Fig. 2 is a central, vertical, longitudinal section on line 2—2 of Fig. 1. Fig. 3 is a vertical cross section on line 3—3 of Fig. 1. Fig. 4 is a vertical cross section on line 4—4 of Fig. 1. Fig. 5 is a detail, perspective view of the key and Fig. 6 is a detail perspective view, showing a modification.

In the drawing, 1, 1 are the center sills, 2 the front end sill, 3 the draw-bar, 4 the draft yoke, 5, 6 front and rear followers, 7, 8 twin springs arranged one above the other between the followers, and preferably having smaller springs 9, 10 nested within them. Cheek plates 11, 11 are secured by rivets 12 on the inner upright faces of the center sill webs. The cheek plates 11 each have front and rear stops or shoulders 13, 14 for the followers to abut against and a longitudinal channel 15 to receive one of the limbs of the horizontally disposed draft yoke 4, which is connected to the draw-bar by a horizontal key 16, which extends through horizontal slots 17 in the center sills 1 and through corresponding slots 18 in the cheek plates or stop castings 11. The cheek plates 11 have horizontal bosses 19 to give an extended bearing to the key 16. The key 16 is provided at one end with a bent lip or head 20 and at its opposite end with a threaded bolt 21, the end of which may be upset or riveted over nut 22 after the draft rigging is assembled to prevent all possibility of its loosening or the bolt coming out. The horizontal key 16 is provided with wear plates 23 to bear against the upright faces of the

center sills, and thus relieve the retaining bolt and head of the key from wear and consequent danger of the draw-bar dropping down, in case the supporting key 16 should become displaced.

The slots 18 in the cheek plates of the draft rigging, and 17 in the center sills are made long enough to allow for the necessary longitudinal movement of the draw-bar. The slot 24 in the draw-bar 3 and 25 in the draft yoke 4 through which the key 16 passes are made somewhat wider than the key to enable the draw-bar to swing laterally as required when the train passes around curves. And the front ends 26 of the draft yoke 16 are furnished with double inclines 27 to facilitate their movement. As the draft yoke 4 is confined against lateral swinging movement by the cheek plates or stop castings 11, 11 between which it fits, the longitudinally arranged springs 7, 8, 9 and 10 acting through the front follower against the rear end of the draw-bar serves to automatically center the draw or restore it to its normal central position in the longitudinal center line of the car; the springs being normally under an initial compression when the draft rigging is assembled. The shoulders 28, 29 at the front and rear ends of the slots 17 and 18 in the center sills and cheek plates serve by engagement with the key 16 as stops to limit the compression of the springs after the springs have been compressed to the full extent intended.

In the modification illustrated in Fig. 6, the wear plates 23^a on the key 16^a are furnished with integral flanges or jaws 30 through which the bolts 21^a are passed; and in this construction, the key is made without any integral head or lip.

The followers 5, 6 are each furnished with integral studs or bosses 31 to fit within and serve to support the smaller springs in position. The removable tie-plate 32 secured to the center sills by bolts 33 supports the larger springs 7 and the followers and also enables the springs and followers to be removed and replaced when desired without removing the key 16. A concavely curved spacer 34 is interposed between the larger twin springs 7, 8 to support the upper one through the lower one and keep it in proper position. The draft yoke is supported by the cheek plates 11 by means of the longi-

tudinal channel guides 15 therein, which receive and guide the draft yoke as it reciprocates back and forth.

I claim:—

In a draft rigging, the combination with a draw bar and horizontally disposed draft yoke, of center sills having slots, a horizontal key extending through the draw bar and draft yoke and through the slots in the center sills, said key being adapted to move

longitudinally of the draw bar, and wear plates on the key for engagement with the outer faces of the center sills, said wear plates having curved inner faces and being slidable on the key while the latter is in 15 place, substantially as specified.

CHARLES E. DATH.

Witnesses:

PEARL ABRAMS,
H. M. MUNDAY.