(No Model.)

G. L. POTTER.

DRAFT RIGGING FOR CARS.

No. 498,026. Patented May 23, 1893.

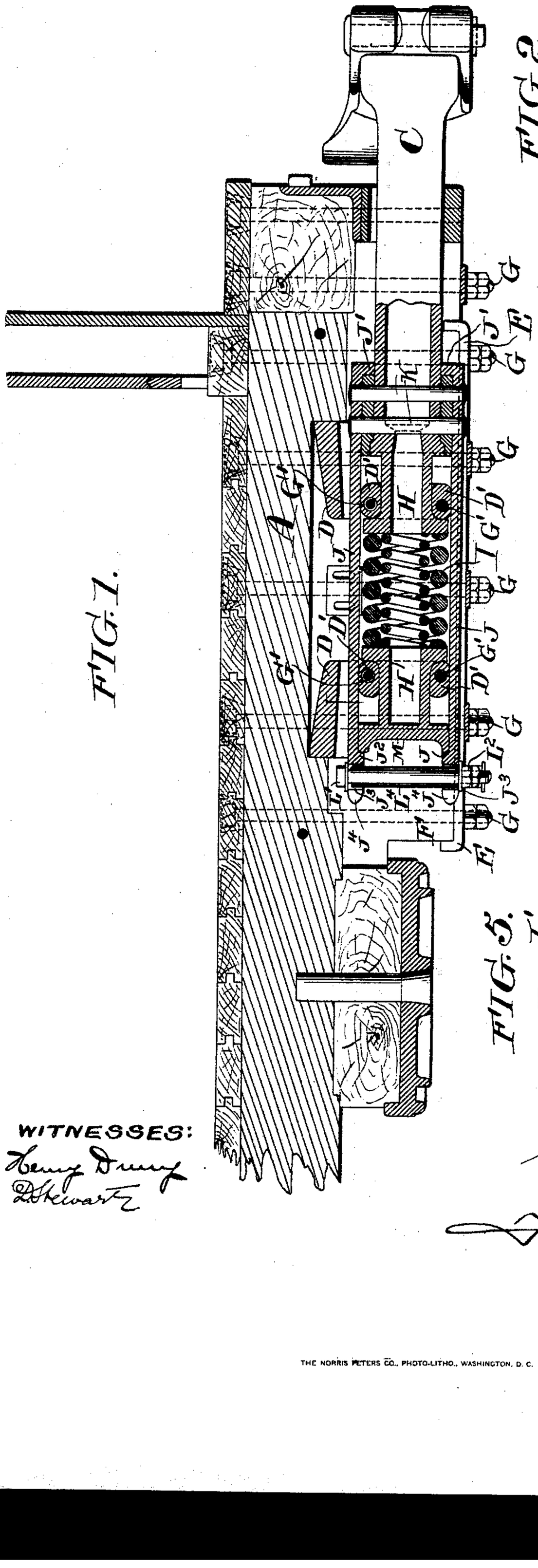

FIG. 1.

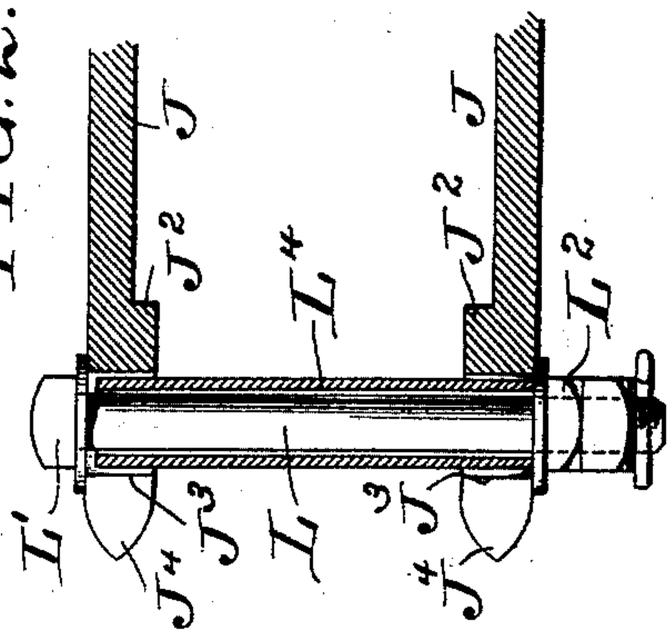

FIG. 2.

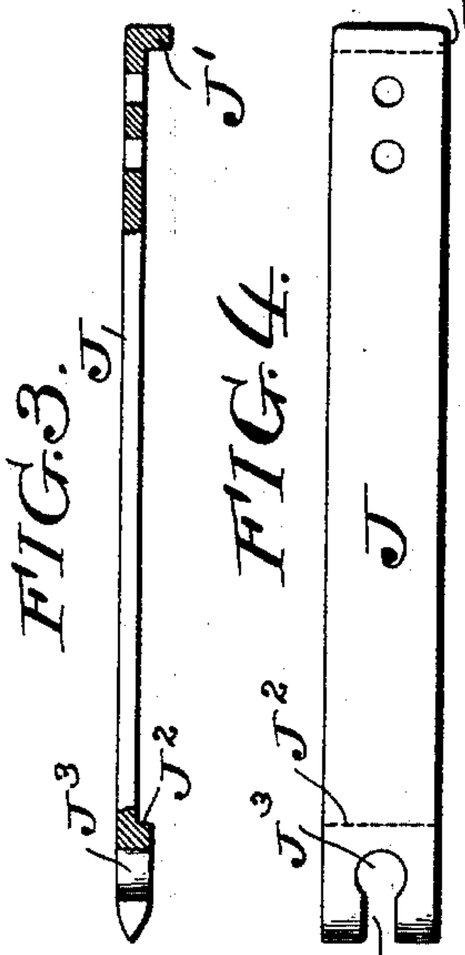

FIG. 3.

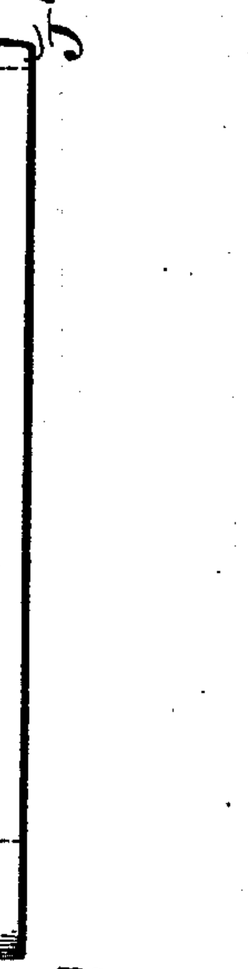

FIG. 4.

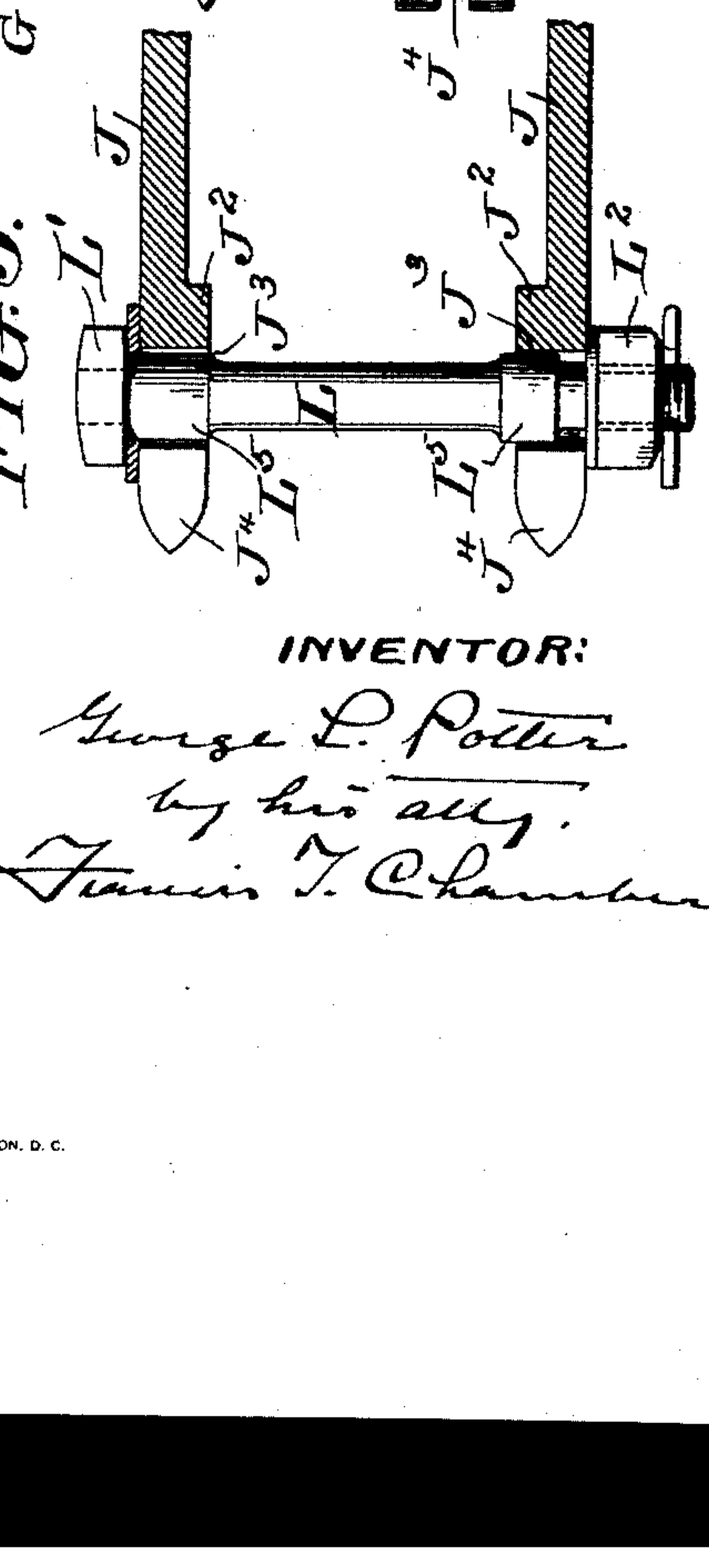

FIG. 5.

WITNESSES:

Henry Drury

D. Stewart

INVENTOR:

George L. Potter

by his atty.

Francis T. Chambers

UNITED STATES PATENT OFFICE.

GEORGE L. POTTER, OF FORT WAYNE, INDIANA.

DRAFT-RIGGING FOR CARS.

SPECIFICATION forming part of Letters Patent No. 498,026, dated May 23, 1893.

Application filed February 21, 1893. Serial No. 463,241. (No model.)

To all whom it may concern:

Be it known that I, GEORGE L. POTTER, a citizen of the United States, residing at Fort Wayne, in the county of Allen, in the State of Indiana, have invented a certain new and useful Improvement in Draft-Rigging, of which the following is a true and exact description, reference being had to the drawings which accompany it and form part of this specification.

My invention relates to the draft rigging of railway cars and has for its object to provide a simple and readily accessible device for securing the rear ends of the tail straps in draft riggings of the Graham type.

My invention will be best understood as explained in connection with the drawings in which—

Figure 1, is a central longitudinal section through a Graham draft rigging; Fig. 2, an enlarged view on the same section of the rear ends of the tail straps and of the bolt which secures them together. Fig. 3, is an elevation of the tail strap as a whole also shown on the section plan of Fig. 1. Fig. 4, is a plan of one of the tail straps; and Fig. 5, an elevation showing a modification.

A, indicates a longitudinal sill of the car and B, the end sill; F, one of two parallel timbers extending along below the sills A; D, D, the heads which take up the thrusts of the draw bar and transmit them through the timbers A and F to the car framing, the timbers F, heads D, and straps E, being secured together by bolts as indicated at G, G, G′, G′, &c. H, H′, are followers, the flanged heads of which are normally held against the parts D′, of the heads D by powerful springs as indicated at I; C, is the draw-bar which rests at its inner end directly or indirectly against the front end of follower H. This draw bar is firmly secured to two longitudinally movable bars or tail straps J, J, as by bolts or rivets K, K, the front ends of the straps being preferably hooked as shown at J′ to assist in grasping the draw bar. The straps J pass back through grooves formed in the heads D and to their rear ends is secured a steel block or plate M which rests against the rear of the follower H′. To the extent above described the draft rigging shown is the Graham rigging and as these elements are well known in this and several similar forms it is unnecessary for me to describe them more in detail.

Now the difficulty which my invention is intended to overcome lies in properly securing the block M in place at the end of the tail straps. It is as shown engaged by shoulders J^2 at the rear of the straps and by holding the straps together by means of a bolt the block M is securely held in place, but the difficulty is to introduce a bolt in the contracted position occupied by the ends of the straps and this difficulty I overcome by forming through the ends of the straps J in the rear of their shoulders J^2 perforations J^3 considerably larger than the bolt shank to be used and by forming slots J^4 through the extreme ends of the straps leading to the perforations J^3 and of a breadth slightly greater than the bolt. Owing to this construction a bolt L can be readily inserted through slots J^4 into the perforations J^3, and to secure the bolt in place I provide a longitudinally adjustable bolt holding device of greater diameter than the breadth of slots J^4 which will surround the bolt and nearly fill the perforations J^3. This bolt holding device can be either formed as a part of the bolt or as a separate sleeve. My preferred construction shown in Figs. 1 and 2 is to employ a sleeve of pipe section indicated at L^4 this sleeve being slipped over the bolt into the perforations J^3 and held in place by the nut L^2 the head L′ of the bolt resting on the upper strap, but instead of a separate sleeve the bolt may be formed or provided with rings L^5 L^5 as shown in Fig. 5; the bolt being inserted through slots J^4 into the perforations J^3 and then moved longitudinally downward to seat the rings L^5 in the perforations, the nut L^2 holding the bolt and its rings in place as before.

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

1. In a draft rigging, tail straps J perforated to receive a bolt at J^3 and having a slot J^4 of less breadth than the perforation leading through their ends into said perforation substantially as and for the purpose specified.

2. In a draft rigging, tail straps J perforated to receive a bolt at J^3 and having a slot J^4 of less breadth than the perforation leading through their ends into said perforation

in combination with a bolt the shank of which is of less diameter than the breadth of slot J^4 and a longitudinally adjustable bolt holder surrounding the bolt and of greater diameter than the slot J^4, substantially as and for the purpose specified.

3. In a draft rigging, tail straps J perforated to receive a bolt at J^3 and having a slot J^4 of less breadth than the perforation leading through their ends into said perforation in combination with a bolt the shank of which is of less diameter than the breadth of slot J^4 and a sleeve L^4 of greater diameter than the breadth of slot J^4 said sleeve being adjustable along the bolt substantially as and for the purpose specified.

GEORGE L. POTTER.

Witnesses:
THOS. MEEGAN,
F. R. WELDON.