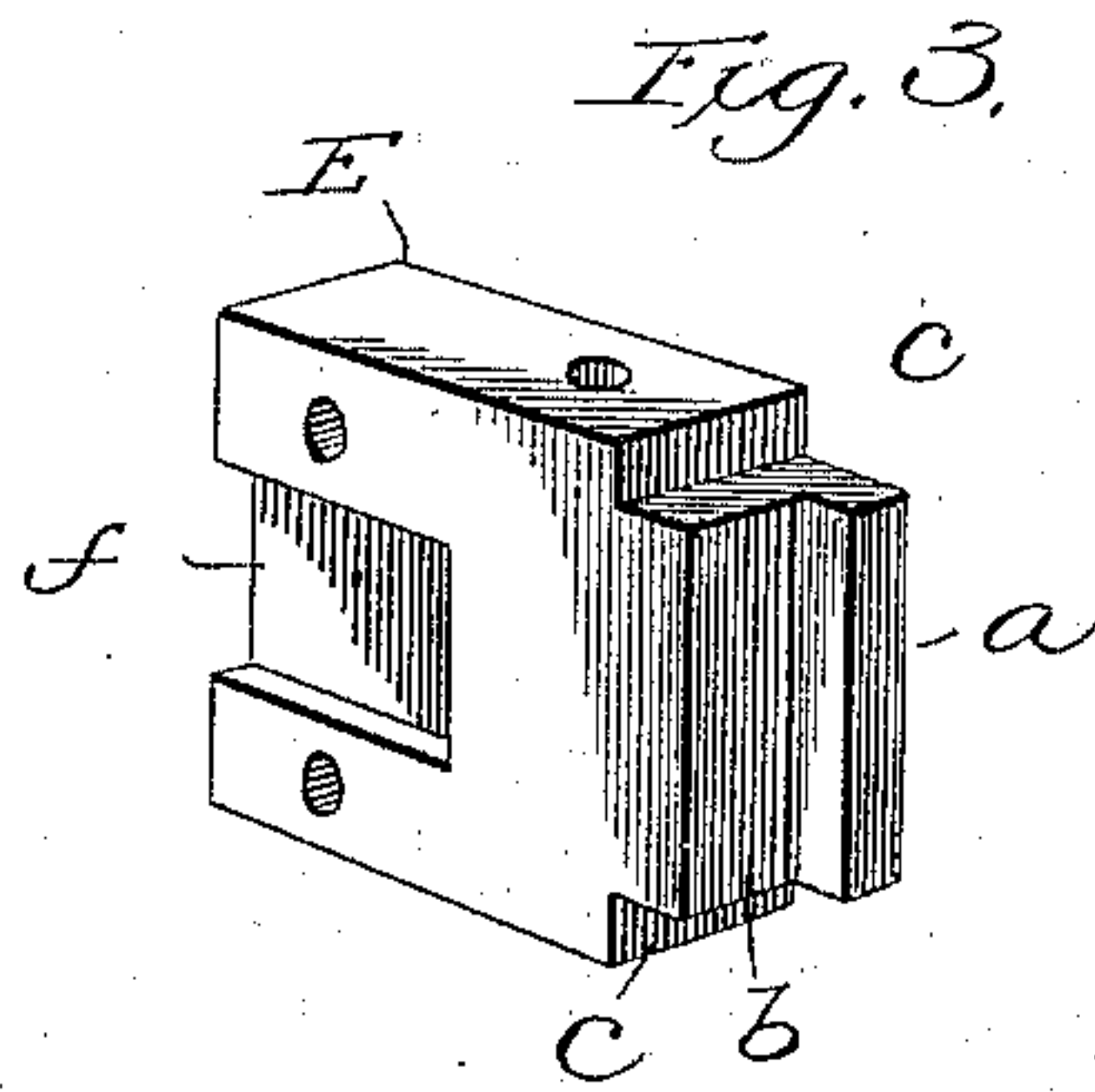
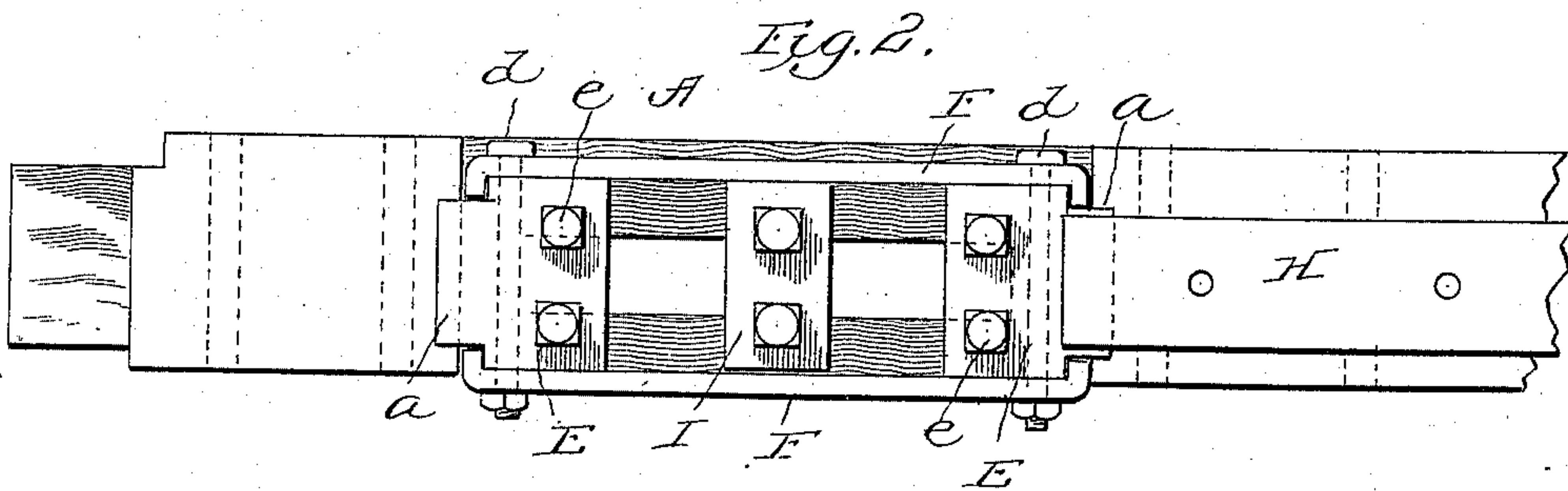
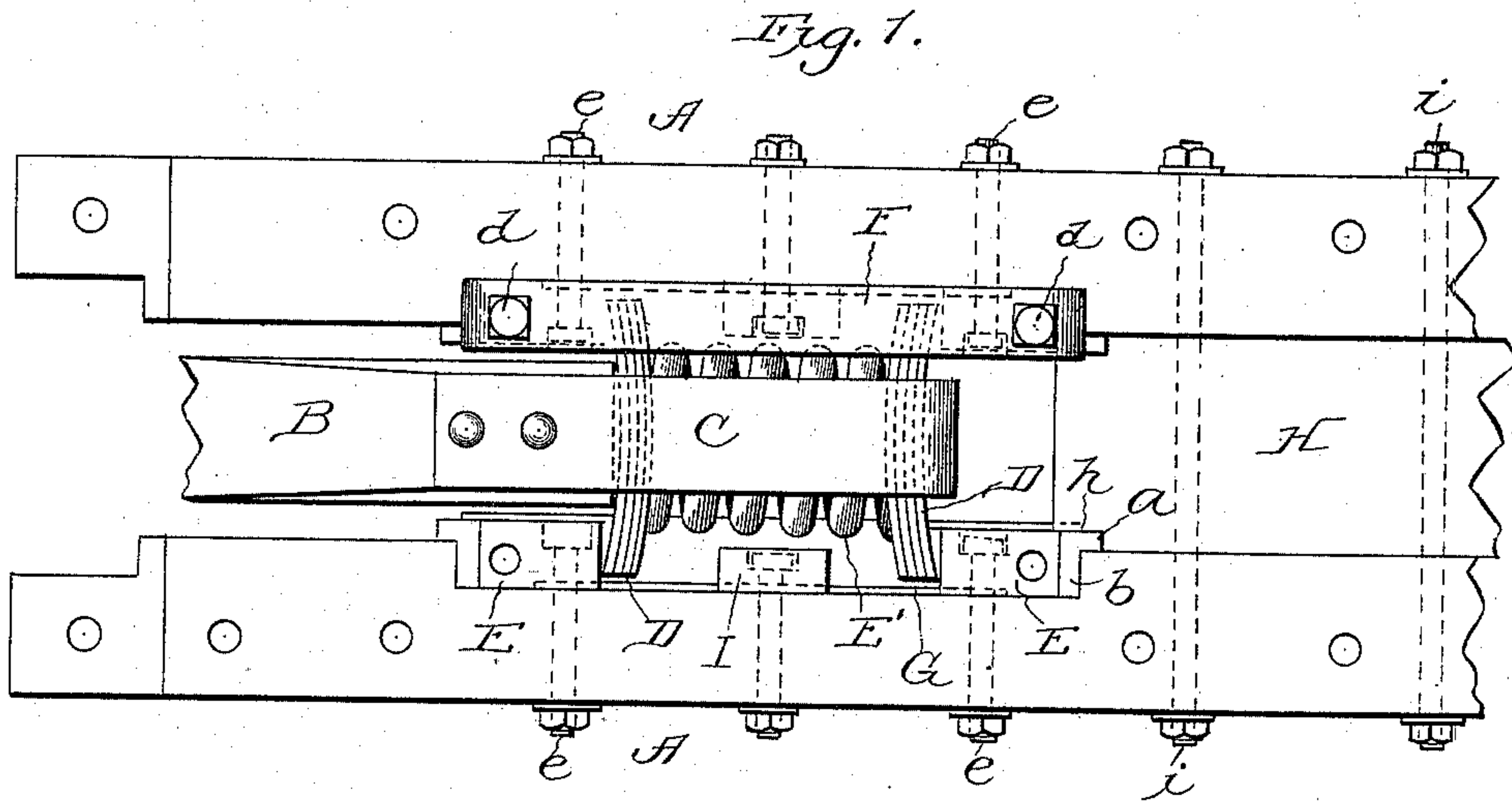


(No Model.)

J. A. HINSON.
DRAFT RIGGING FOR CAR COUPLINGS.

No. 570,477.

Patented Nov. 3, 1896.



WITNESSES:

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JAMES A. HINSON, OF CHICAGO, ILLINOIS.

DRAFT-RIGGING FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 570,477, dated November 3, 1896.

Application filed March 12, 1896. Serial No. 582,959. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. HINSON, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Draft-Riggings for Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to draft-riggings for car-couplers; and it has for its object to provide a simple, durable, and comparatively inexpensive device for the purpose named; and it consists of the parts and combinations of parts hereinafter described and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a plan view of my improved draft-rigging in position; Fig. 2, a side elevation of one of the draft-timbers with my improvement thereon, and Fig. 3 a detail perspective view of one of the blocks or plates forming the draw-bar stop.

Similar letters refer to similar parts in all the views.

A represents the draft-timbers of a railroad-car to which the coupling is attached, and B a part of a draw-bar arranged and supported therebetween. The tail of the draw-bar is attached to the strap C, which embraces the spring follower-plates D, between which a spring E' is arranged, all as is usual.

The draft-timbers are recessed or formed with a pocket in their adjacent faces, into each end of which is let a stop plate or block E, of peculiar construction. As best shown in Fig. 3, the block E is formed with a projecting flange or shoulder *a* at one end, which, when the plate is in position, overlaps the edge of the pocket or recess in the draft-timber, as clearly shown in Fig. 1, and thereby prevents the splitting of said timber, while the shoulder *b* rests squarely against the end of said pocket. The body of the plate is wider than the shoulders *a* and *b*, and thereby forms shoulders *c*, over which the bent ends of the metal straps F catch when the parts are in place, said straps being secured to said plates or blocks by bolts *a*, passing vertically

through the blocks and the straps. The blocks E are secured to the timbers by bolts *e*, the heads of which lie in countersunk openings formed in said blocks and their ends projecting through the timbers and having nuts run thereon to secure them in place. In the rear face of the blocks E a recess or pocket *f* is formed, to receive the ends of a wear or chafing plate G, which extends from one block to the other and completely protects the timbers from wear by the ends of the follower-plates D in their movement back and forth between said blocks E on the metal straps F. The straps F serve the double purpose of retaining the blocks E in their correct position and form ways on which the follower-plates D slide.

In the ordinary stop-block the bolts which secure the same to the timber are passed through the same in rear of the transverse bolt which secures the plates on which the follower-plates slide thereto. The result of this arrangement is that the strain on the slide plates or ways frequently causes the bolts to break through the perforations and let the follower-plates drop. With the bolts *d* arranged in the rear of the bolts *e*, as shown best in Fig. 2, it will be seen that I provide a much stronger and more durable arrangement or construction, and one better adapted to withstand the strain to which such parts are subjected while in use.

I represents a block of metal bolted in the pocket or recess of the draft timbers midway between the ends of said pocket or recess and forms a stop-block against which the ends of the follower-plates D bear when under strain.

H represents a wooden block or bar having the shoulders *h*, formed at one end to overlap the shoulders or flanges *a* on the block E, against the edges of which said block H abuts. The block H is used as a filler-block between the timber A, and is securely bolted in position by bolts *i*, passing through the draft timbers.

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

1. A stop-block, for draft-riggings for car-couplers, consisting of a single block of metal

having an end flange and an end shoulder, transverse shoulders at each end of said flange and a recess or pocket formed in the rear face of said block, substantially as described.

2. The combination, in a draft-rigging for car-couplers of blocks having end flanges adapted to overlap the draft-timbers, end shoulders adapted to abut against the ends of the recess or pocket, and connecting-straps bolted to said blocks and forming ways for the follower-plates of a car-coupler to slide on, substantially as described.

3. The combination, in a draft-rigging for car-couplers, of the stop-blocks having recesses or pockets in their rear faces, straps connecting said blocks, and chafing or wear plates having their ends extending into said pockets, substantially as described.

4. The combination, in a draft-rigging for car-couplers of stop-blocks having shoulders at one end, and connecting-straps having

their ends bent at right angles to engage said shoulders, substantially as described.

5. The combination, in a draft-rigging for car-couplers, of draft-timbers recessed to receive stop-blocks and the ends of follower-plates, stop-blocks formed with recesses on their rear faces, and having one end formed with flanges to overlap the draft-timbers vertical recess, shoulders formed on said blocks transversely of the end flanges, straps having bent ends adapted to engage said transverse shoulders, and wear or chafing plates having their ends extending into the recesses on the rear of the blocks, substantially as described.

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

JAMES A. HINSON.

Witnesses:

H. E. PARKER,

C. W. DOWNING.