

No. 607,843.

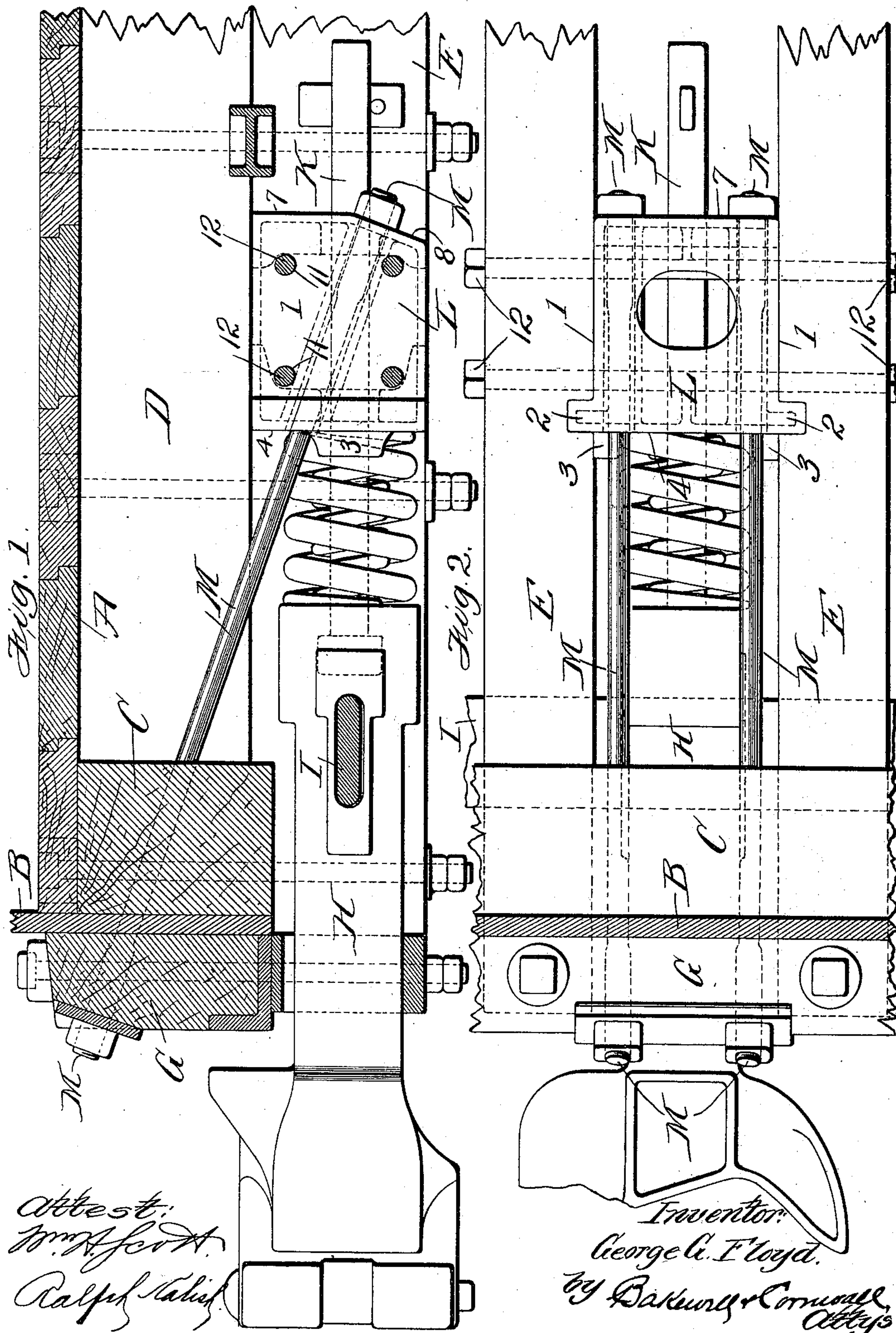
Patented July 26, 1898.

G. G. FLOYD.
DRAFT RIGGING.

(Application filed Jan. 7, 1898.)

(No Model.)

2 Sheets—Sheet 1.



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Fig. 3.

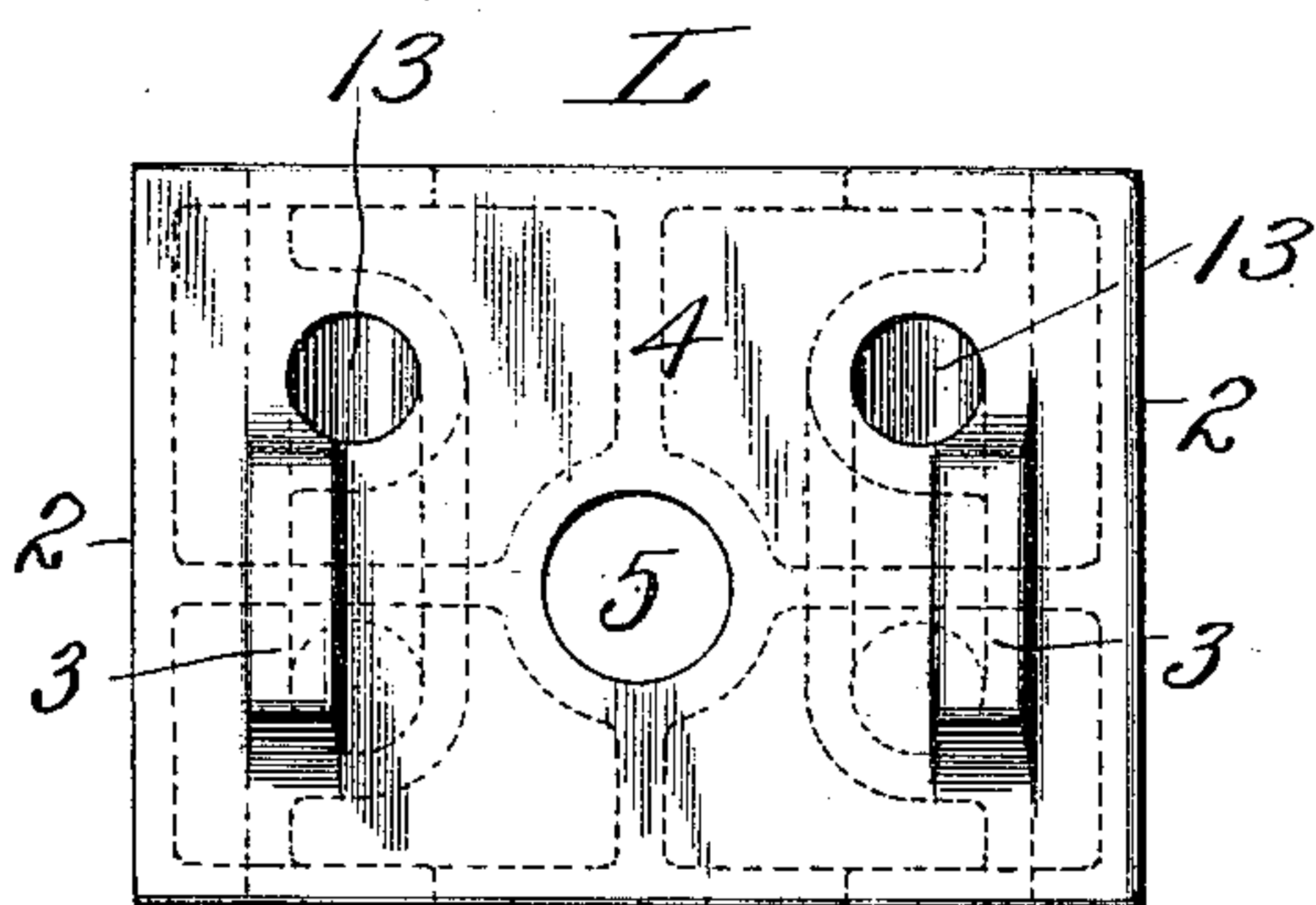


Fig. 4.

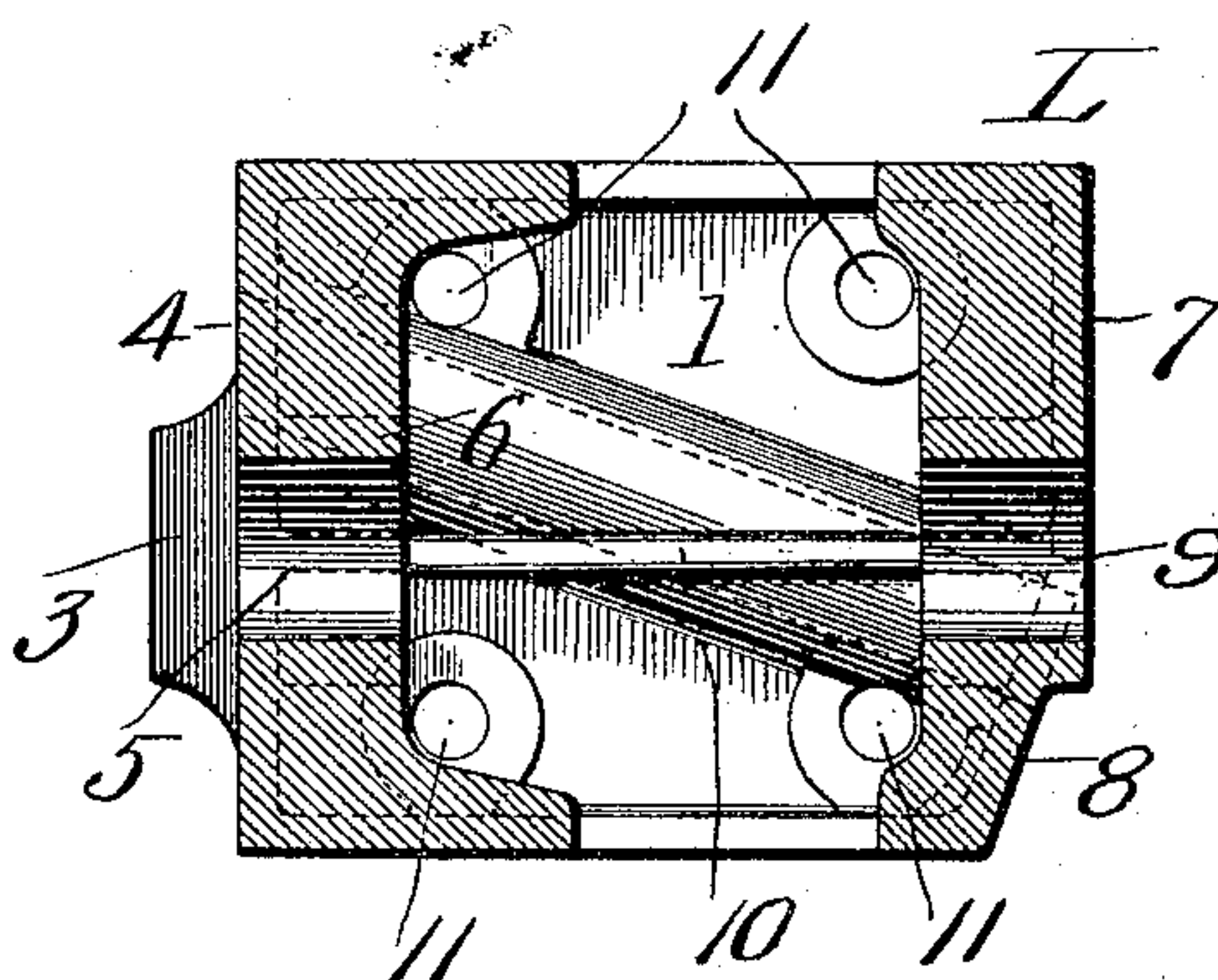


Fig. 5.

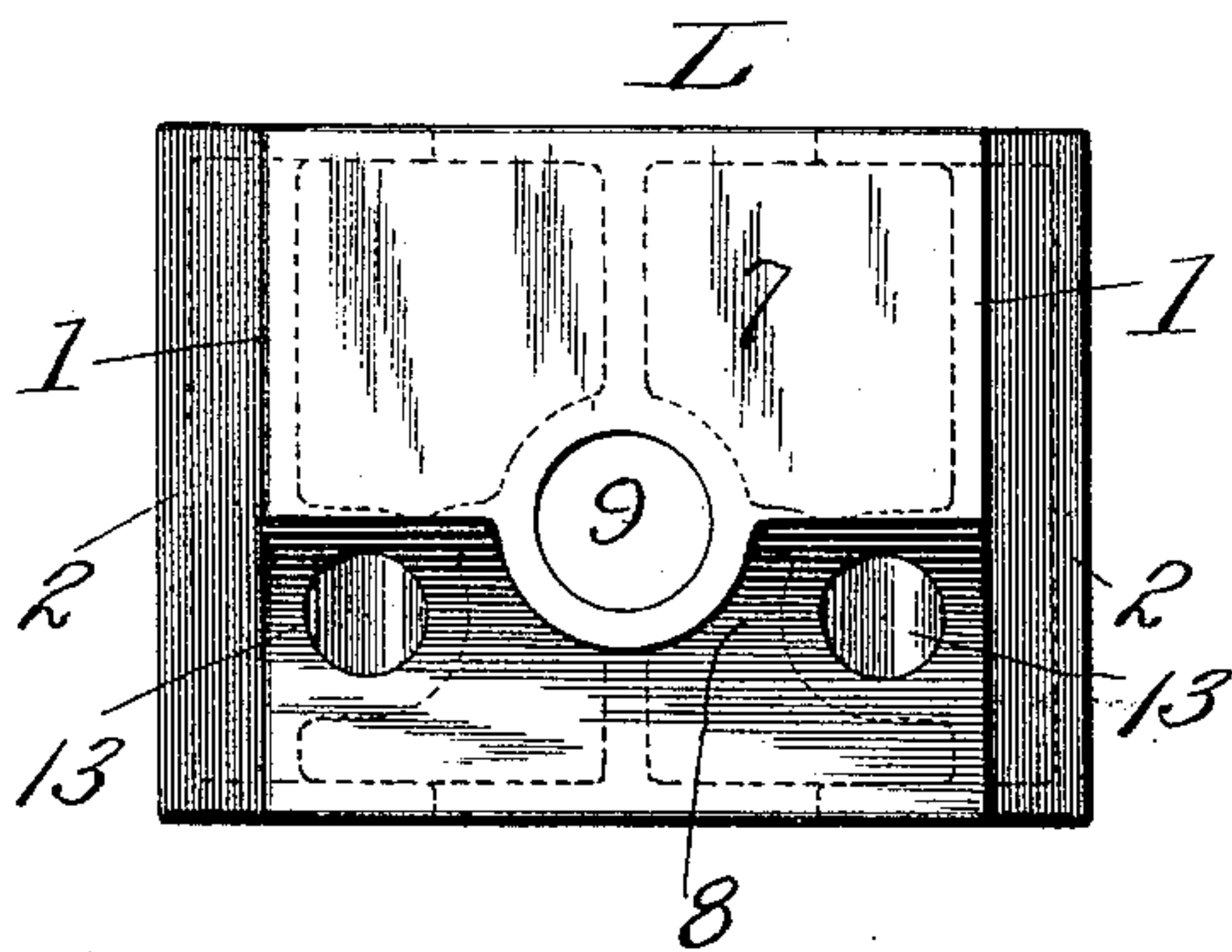
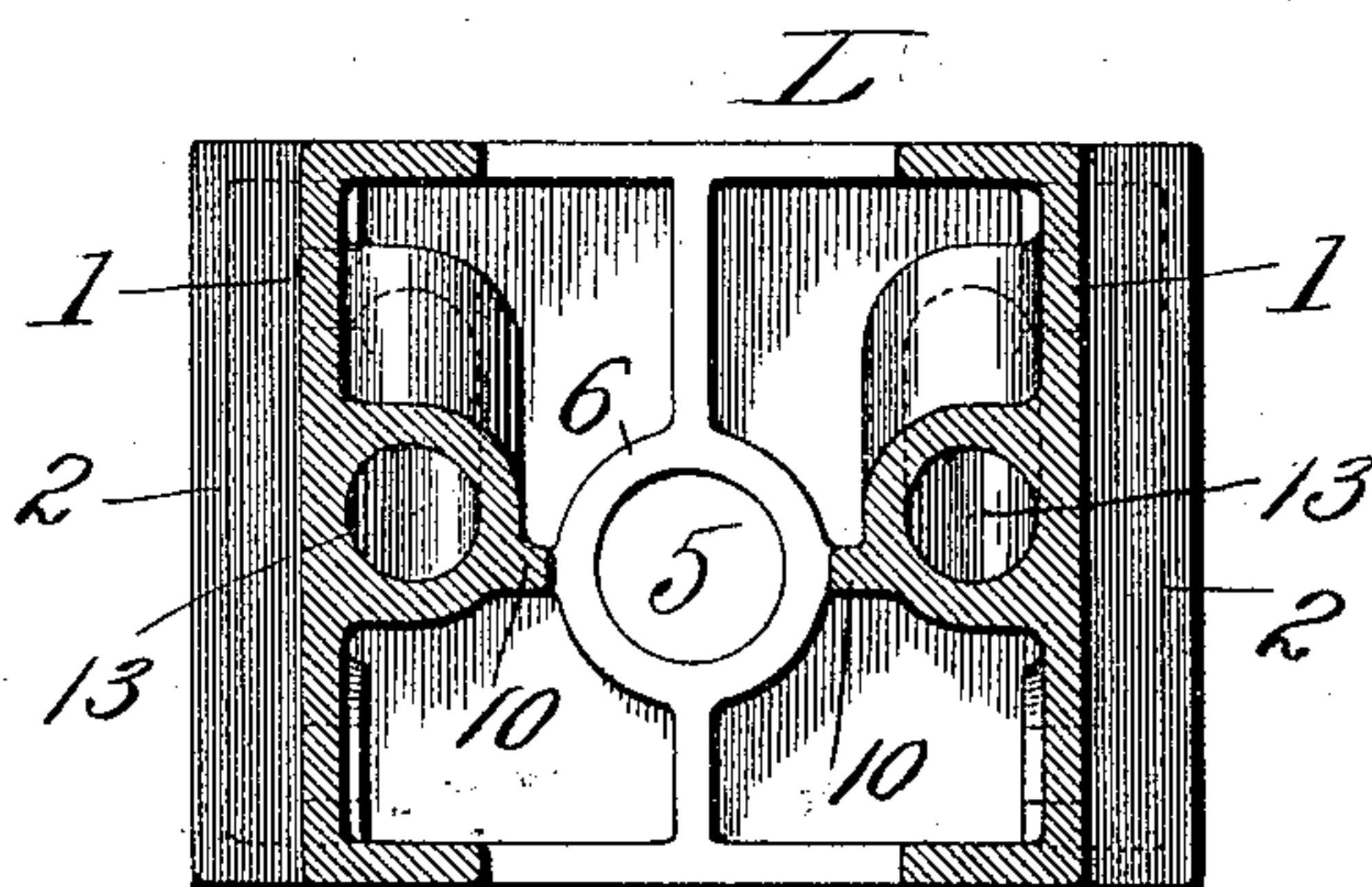


Fig. 6.



Attest:

Mr. A. Scott.
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Attys

UNITED STATES PATENT OFFICE.

GEORGE G. FLOYD, OF SEDALIA, MISSOURI, ASSIGNOR TO THE WESTERN RAILWAY EQUIPMENT COMPANY, OF ST. LOUIS, MISSOURI.

DRAFT-RIGGING.

SPECIFICATION forming part of Letters Patent No. 607,843, dated July 26, 1898.

Application filed January 7, 1898. Serial No. 665,907. (No model.)

To all whom it may concern:

Be it known that I, GEORGE G. FLOYD, a citizen of the United States, residing at Sedalia, in the county of Pettis and State of Missouri, have made a certain new and useful Improvement in Draft-Riggings, 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 a longitudinal vertical sectional view through a portion of a car, showing my improved draft-rigging in position. Fig. 2 is a top plan view thereof, the flooring or decking being removed to more clearly show the rigging beneath. Fig. 3 is a front elevational view of the combination lug and follower-plate. Fig. 4 is a longitudinal vertical sectional view through the same. Fig. 5 is a rear elevational view, and Fig. 6 is a cross-sectional view through the same.

This invention relates to a new and useful improvement in draft-rigging for railroad-cars, the object being to strengthen said rigging so as to resist the shock or impact while coupling.

With this object in view the invention consists in the construction, arrangement, and combination of the several parts, all as will hereinafter be described and afterward pointed out in the claims.

My present invention contemplates the use of a casting employed in strengthening the framework of the structure of a car as well as forming a substantial bearing for the tie-rods used in bracing the draft-rigging, said tie-rods also assisting in strengthening the said casting or follower-plate, through which the tail-pin passes and against which the draft-spring finds a bearing.

In the drawings, A indicates the flooring or decking of a car-body; B, the end wall thereof; C, the end sill; D, the draft-sills; E, the draft-timbers; G, the dead-wood; H, the shank of a coupler; I, the key, which passes through the rear end of the coupler-shank, on the ends of which key are arranged the rods of what is known as the "American continuous draft-rigging;" K, the tail-

bolt of the coupler; L, the combined follower-plate and lug, and M the tie-rods, which pass through said follower-plate and lug and through the end sill and dead-wood. This combination lug and follower-plate is practically a box-like casting, which is shown more clearly in Figs. 3, 4, 5, and 6. This casting consists of parallel side walls 1, from which project locking-ribs 2, adapted to fit in the old follower-plate recesses in the draft-timbers.

3 indicates projections extending forwardly from the front wall 4 of the casting to support the draft-timbers.

5 indicates an opening in the front wall 4, which is strengthened by boss 6, extending rearwardly from the front wall.

7 indicates the rear wall of the casting, which is formed with a beveled face 8 at its lower edge for the impingement of the nuts on the tie-rods, said rear wall being also formed with a bossed opening 9, through which the tail-bolt passes. Suitable strengthening-webs 10 are arranged inside the casting, and openings 11 are provided in the side walls for the passage of through-bolts 12, which clamp the casting between the draft-timbers.

The side walls of the casting may be either grooved to receive the tie-rods or may be provided with cores 13, which cores are axially coincident with the tie-rods. I prefer to inclose the rear ends of the tie-rods in this housing or core—that is, form metallic walls therearound—to prevent the working and straining of the tie-rods from wearing the draft-timbers.

In assembling the device the combination lug and follower is slipped up from beneath in between the draft-timbers and the bolts 12 inserted, which tend to clamp the draft-timbers on each side thereof. The tie-rods are now introduced and the nuts on the ends thereof tightened, so as to place said tie-rods under tensional strain and hold the combination lug and follower tightly in position. Suitable nut-locks may be provided for the nuts on the ends of the tie-rods, if desired. The shank of the coupler is now introduced through the carry-arm and the draft-springs inserted therebetween and the front wall of the combination lug and follower. The usual

key may be passed through the rear end of the tail-bolt, and the continuous draft-rigging may now be placed in position.

I am aware that I am not the first to employ a combination lug and follower for use in draft-rigging, as the same forms the subject-matter of United States Letters Patent No. 583,554, granted to Andrew G. Steinbrenner on June 1, 1897, and therefore I do not wish to be understood as claiming anything set forth in said patent; nor do I wish to be understood as claiming anything set forth in the Cole and Grieves patent.

I am further aware that many minor changes in the construction, arrangement, and combination of the several parts of my device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of my invention.

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

1. A casting for use in draft-rigging which consists of parallel side walls having interior stiffening-webs and exterior locking-ribs, apertured front and rear walls for the passage of a tail-bolt, and apertured side walls for the passage of tie-rods; substantially as described.

2. A casting for use in freight-car draft-rigging, the same consisting of parallel side walls which are cored or raised longitudinally for the passage of tie-rods, said side walls having interior stiffening-webs and exterior locking-ribs, and apertured front wall, the front face of which forms a seat for the draft-spring, the inner face of said front wall having a boss or flange around its aperture and strengthening-webs, all of said parts being integral; substantially as described.

3. The combination with the end sill, of notched draft-timbers, a casting comprising parallel side walls having exterior locking-ribs fitting into the notches in said draft-timbers, said side walls having cored openings for the passage of tie-rods, through-bolts for clamping the draft-timbers to the sides of said casting, tie-rods which tie said casting to the end sill, a coupler tail-bolt which passes through the front wall of said casting, and a draft-spring which finds a bearing against said front wall; substantially as described.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 27th day of December, 1897.

GEORGE G. FLOYD.

Witnesses:

O. P. FLOYD,
A. R. EASTON, Jr.