

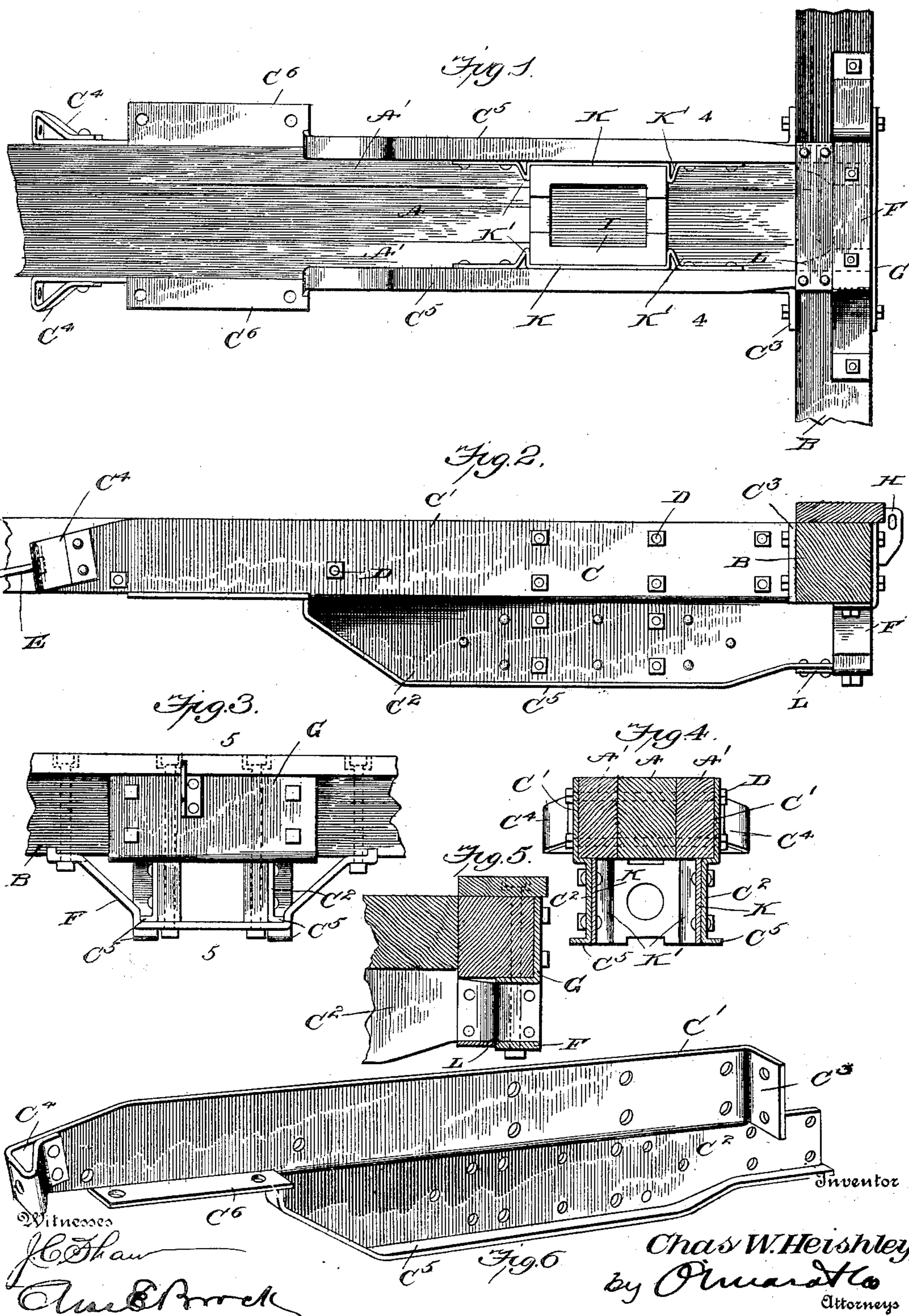
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C. W. HEISHLEY.
DRAW BAR RIGGING.

(Application filed Oct. 5, 1899.)

(No Model.)



Witnesses
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DRAW-BAR RIGGING.

SPECIFICATION forming part of Letters Patent No. 668,099, dated February 12, 1901.

Application filed October 5, 1899. Serial No. 732,705. (No model.)

To all whom it may concern:

Be it known that I, CHARLES WESLEY HEISHLEY, a citizen of the United States, residing at Marysville, in the county of Perry and State of Pennsylvania, have invented a new and useful Improvement in Draw-Bar Rigging, of which the following is a specification.

This invention is an improved construction of draw-bar rigging, the object being to provide an exceedingly cheap and simple appliance for connecting the draw-head to the car and which will not impair or weaken the center timbers of the car.

With this object in view the invention consists in the peculiar construction of the various parts and in their novel combination and arrangement, all of which will be fully described hereinafter and pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a bottom plan view of the central timbers of the car and sill with my improved draft medium applied thereto. Fig. 2 is a side elevation, the end sill being shown in cross-section. Fig. 3 is a partial front view of the steel draft-rigging. Fig. 4 is a transverse vertical section on the line 4 4 of Fig. 1. Fig. 5 is a detail longitudinal section on the line 5 5 of Fig. 3. Fig. 6 is a detail perspective view of one of the steel plates.

Referring to the drawings, A indicates the central timber of the car, and A' the timbers adjacent to the same, and B represents the end sill. Steel plates C are securely bolted to the timbers A', the bolts D passing entirely through the said timbers A' and the central timber A. These steel plates C are constructed of the desired thickness and comprise the upper portion C', which is bolted to the timbers, and the lower portion C², which receives the draft-bar appliance. The lower portion is slightly offset inwardly, which forms a shoulder that bears against the under side of the car-beam when the casting is in place. The forward end of the upper portion C' is bent outwardly at right angles, as shown at C³, and bolted to the rear face of the sill, and the rear end of this upper portion is bent back upon itself, as shown at C⁴, for the purpose of receiving the forward end of a truss-

rod E. The lower portion C² is made somewhat narrower at the forward end and at the rear end is cut away, as most clearly shown, thus making the lower portion considerably shorter at the rear end than at the upper portion, and the lower edge of this lower portion is formed with an outwardly-projecting flange C⁵, which adds great strength and rigidity to the depending portions of the plates. The lower edge of the rearwardly-projecting part of the upper portion is also provided with a flange C⁶, which is securely bolted to the car-timbers. A draw-bar stirrup F of the usual construction extends beneath the forward ends of the plates C² and is securely bolted at its ends to the end sill of the car, and a bearing-plate G is secured to the front face of the sill, said plate being turned inwardly at its lower end and adapted to extend along the bottom of the sill for a distance equal to about one-half its width, as most clearly illustrated in Fig. 5, and it will be noted that the bolts which secure the flanges C³ to the sill also secure the bearing-plate G. This plate G carries a bracket H, in which is journaled the uncoupling-rod, said bracket being securely bolted to the plate G and has sufficient strength to support the draw-head in case the draw bar or bolt should become broken. The draw-bar is arranged between the depending portions of the steel plates, the bolt passing through the block I, which is securely fastened between the depending portions C² by means of bolts passing through the said plates and ends of the block above and below the perforation for the bolt, and the block I is also held in place by means of shoulder-plates K, riveted to the inner face of the depending portions C² and formed with inwardly-projecting shoulders K', adapted to embrace the corners of the block I, it being understood, of course, that the spring surrounding the bolt of the draw-bar is located within this block. A supplemental stirrup-plate L is arranged to the rear of the main stirrup-plate for the purpose of retaining the draw-bar in position in case it should accidentally become broken.

From the above description, taken in connection with the accompanying drawings, it will be noted that I entirely avoid passing

the bolts through the timbers vertically and only pass a small number horizontally through the timbers.

By constructing the plates of strong sheet metal and shaping them as most clearly shown in Fig. 6, providing a number of shoulders and flanges, it will be understood that I provide an exceedingly stiff and rigid construction of plate which will efficiently support the draw-bar and its necessary accessories, and it will also be noted that my construction of draft-rigging is attached to the timbers of the car by means of horizontal bolts instead of vertical ones, thereby weakening the timbers less than any other construction heretofore provided.

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

1. In a draw-bar rigging, the combination, with the center timbers, of metallic plates bolted thereto upon opposite sides and provided with portions extended below said timbers, a spring casing or block positioned between the depending portions of said plates, and plates secured to the inner sides of said depending portions and formed with shoulders which engage the end walls of said casing or block, substantially as described.

2. A draw-bar rigging comprising plates bolted to the sides of the center timbers of the car and projecting below said timbers, said plates being adapted to receive a draw-bar, and having their ends bent backwardly upon themselves and perforated to form loops

to receive the ends of the truss-rods, substantially as described.

3. In a draw-bar rigging, the combination, with the center timbers, of metallic plates bolted thereto upon opposite sides and provided with portions extended below said timbers, the portion at the sides of the timbers being longer than the lower portions, and each provided with a laterally-extending, perforated flange, a draw-bar stirrup arranged as described, a block arranged between the depending portions of the plates, and shoulder-plates for holding the block in place, substantially as described.

4. In a draw-bar rigging, the combination, with the center timbers and sill, of metallic plates bolted to said timbers upon opposite sides and formed at their forward ends with lateral flanges for attachment to the sill and with depending portions extending below the timbers and at their forward ends projecting beyond the forward ends of the main portions of said plates and extending beneath the sill, said plates being formed with horizontal flanges at the rear ends of the depending portions, and a draw-bar stirrup secured at its respective ends to the under side of the sill and extending under the forwardly-projecting ends of the depending portions of the plates, substantially as described.

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