No. 682,562. Patented Sept. 10, 1901.

C. S. NEEDHAM.

CAR DRAFT RIGGING.

(Application filed Sept. 7, 1900.)

(No Model.)

Fig. 1.

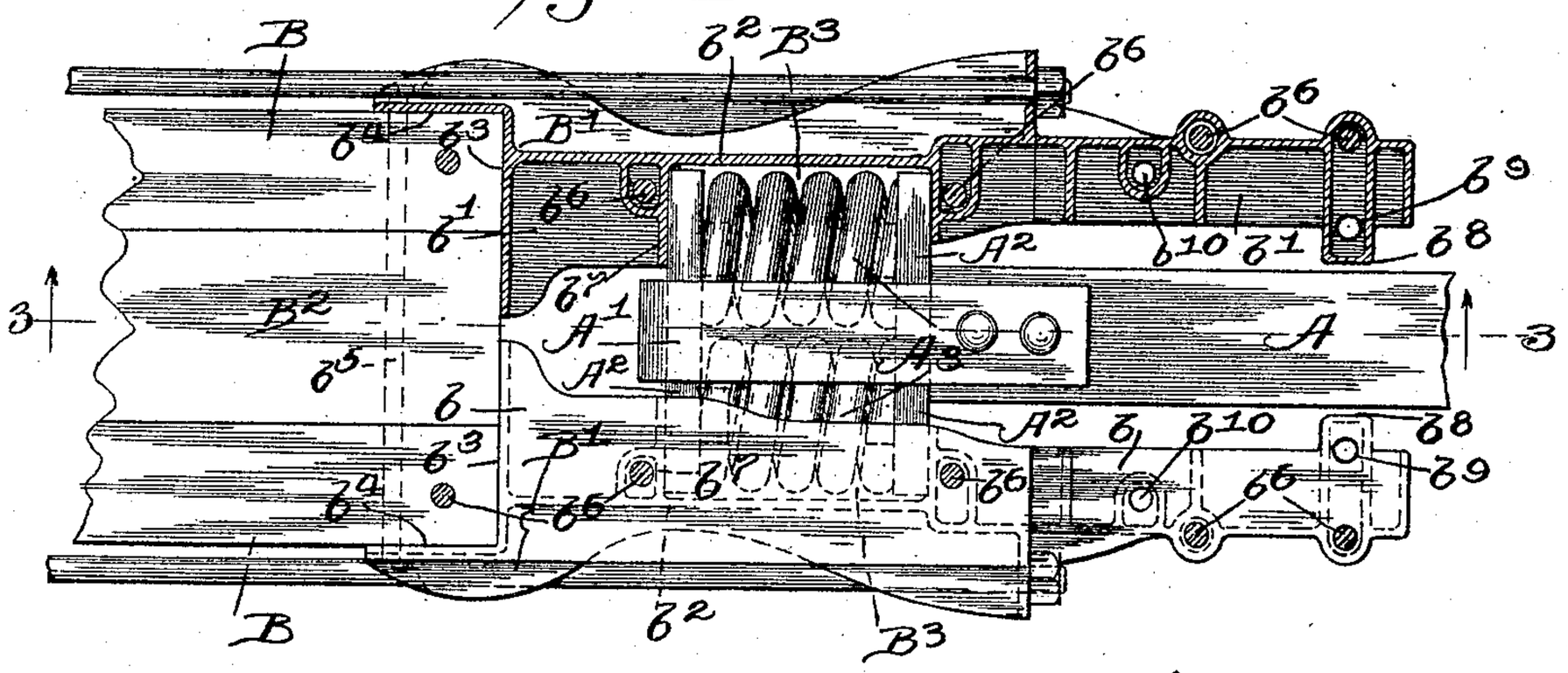


Fig. 2.

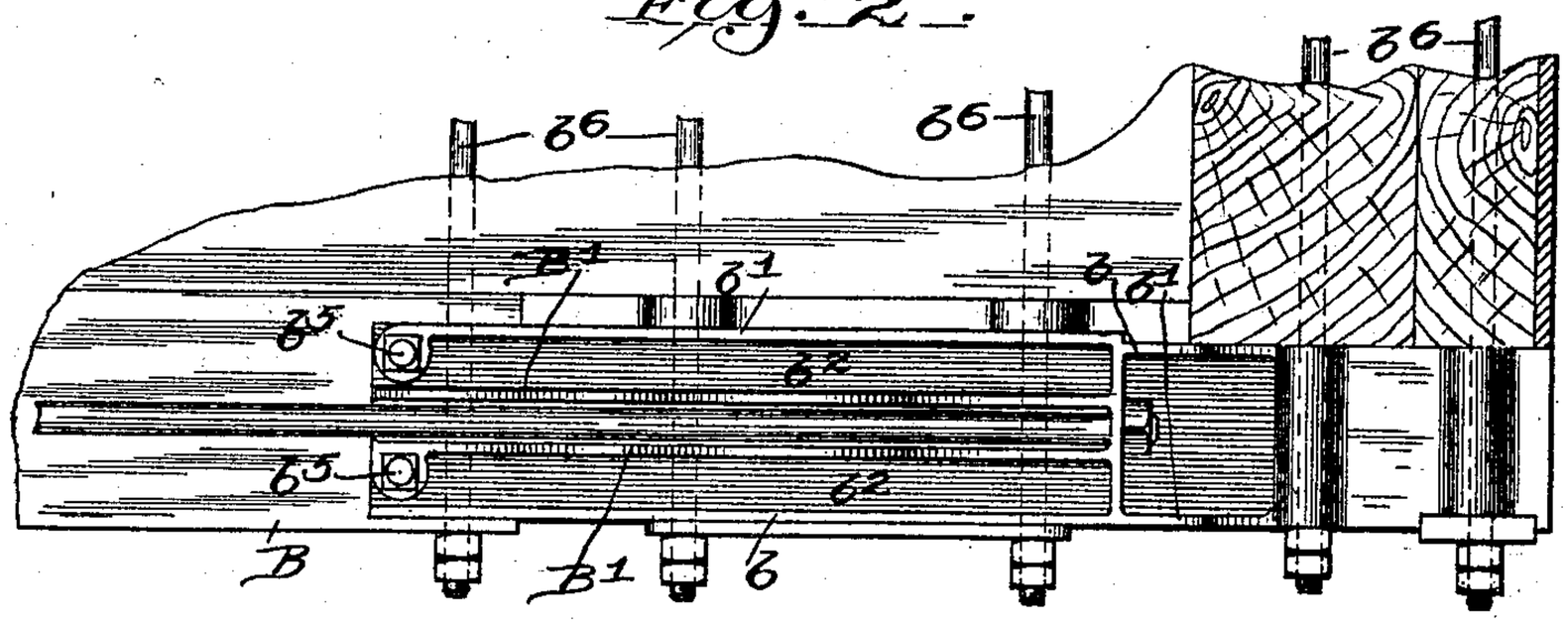
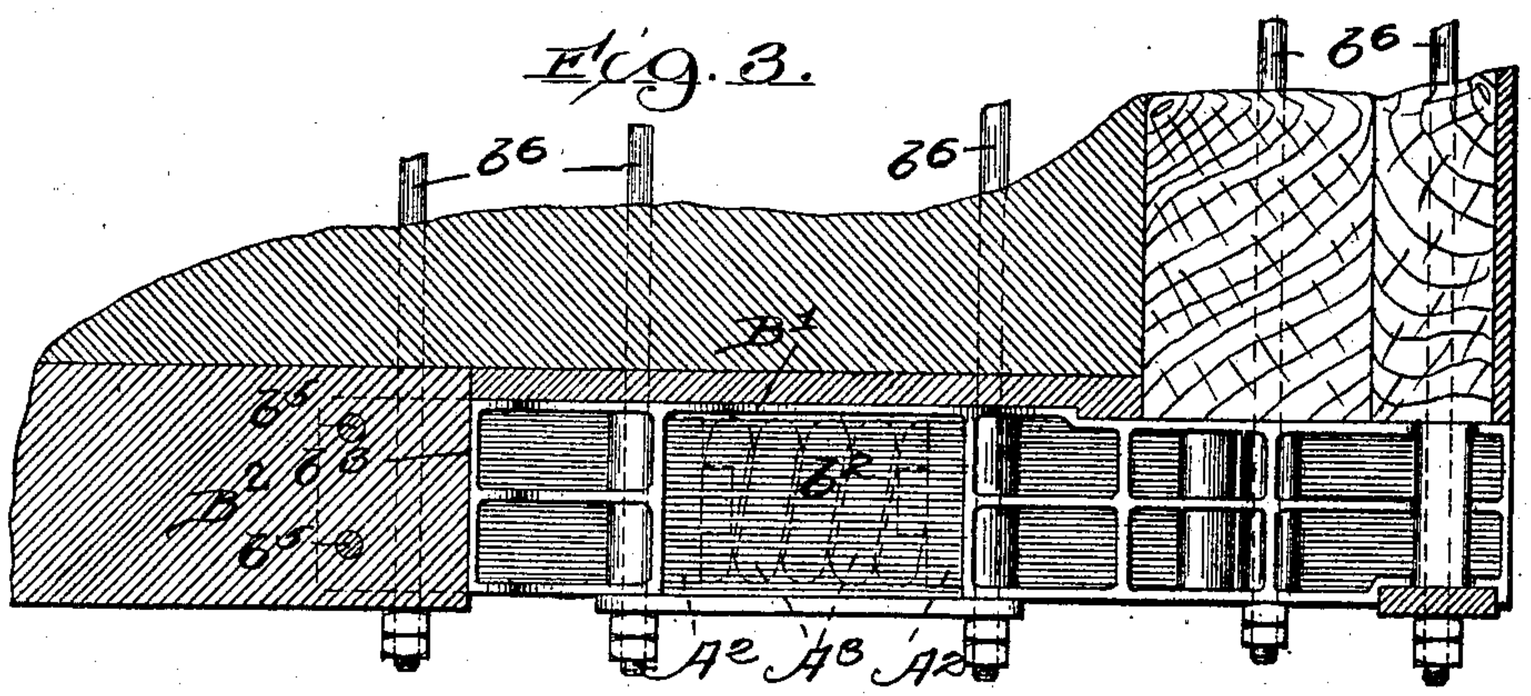


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES S. NEEDHAM, OF DECATUR, ILLINOIS, ASSIGNOR OF ONE-HALF TO GEORGE S. BIGELOW, OF CHICAGO, ILLINOIS.

CAR DRAFT-RIGGING.

SPECIFICATION forming part of Letters Patent No. 682,562, dated September 10, 1901.

Application filed September 7, 1900. Serial No. 29,269. (No model.)

To all whom it may concern:

Be it known that I, CHARLES S. NEEDHAM, a citizen of the United States, and a resident of Decatur, in the county of Macon and State of Illinois, have invented an Improved Car Draft-Rigging, of which the following is a specification.

This invention relates to car draft-riggings.

The primary object of the invention is to provide means in combination with draft-timbers to prevent splitting of the ends of said draft-timbers in buffing, thus greatly increasing the durability of said draft-rigging.

To this end my invention consists of the various features, combinations of features, and details of construction hereinafter described and claimed.

In the accompanying drawings a draft-rigging of my invention is fully illustrated.

Figure 1 is a top plan view, partly in section, of a draft-rigging of my invention. Fig. 2 is a side view thereof; and Fig. 3 is a sectional view, partly in diagram, on the line 3 3 of Fig. 1.

Referring now to the drawings, A designates the draw-bar of a car draft-rigging; A′, a yoke secured to the inner end of said draw-bar; A^2, follower-plates, and A^3 draft-springs, all of which may be of any usual or desired construction and will be readily understood by persons familiar with the art from an inspection of the drawings without a detailed description thereof.

What may be termed the "frame" of my improved draft-rigging consists of draft-timbers B, which terminate short of the end of the car, and members B′, which extend from the ends of the draft-timbers B to the end of the car and comprise top and bottom plates b b', connected by means of a longitudinal web b^2. Formed on the inner ends of the frame members B′ by suitable webs are surfaces b^3 b^4, of which the surfaces b^3 abut against the ends of the draft-timbers B, and the surfaces b^4 embrace the exposed sides thereof. The members B′ are secured to the draft-timbers B by means of bolts b^5, and said draft-timbers B and draft frame members B′ are secured to the car-body by bolts b^6. In the preferable construction shown the ends of the draft-timbers B are flush with the end of the filling-block B^2 and the surfaces b^3 are extended, so that they also abut against said filling-block. The movement of the follower-plates A^2 is limited by means of webs b^7, which form the ends of recesses or pockets B^3, in which said follower-plates and adjunctive parts are confined. Formed on said draft frame members B′, adjacent to the outer ends thereof, are projections b^8, which form guides for the draw-bar A.

While a draft-rigging of my invention is of course adapted and designed to be applied to new cars, it is especially adapted for use in repairing old cars in which the draft-timbers have been split or broken. All that is necessary to apply my improved draft-rigging is to cut off the draft-timbers, preferably so that the ends thereof will be flush with the end of the filling-block. Bolt-holes are provided in said members of said draft-rigging frame in proper position to receive the bolts b^5 b^6, all of which were present in the car as originally constructed. Adjacent to the outer ends of the draft-rigging frame members B′ two sets of bolt-holes b^9 b^{10} are provided, of which the holes b^9 are adapted to receive the bolts of a sixty-thousand-pound car and the bolt-holes b^{10} are adapted to receive the bolts of an eighty-thousand-pound car. Thus a single set of patterns may be used to make the castings for both sizes of cars.

I claim—

A frame for a car draft-rigging comprising draft-timbers, a filling-block and metal frame members, the ends of said draft-timbers and of said filling-block being flush with each other and said metal frame members comprising rigid surfaces which abut against the ends of said draft-timbers and of said filling-block and comprising also webs which embrace only exposed outer surfaces of said draft-timbers, substantially as described.

In testimony that I claim the foregoing as my invention I have hereunto set my hand this 6th day of August, 1900.

CHARLES S. NEEDHAM.

Witnesses:

JOHN GREEN,

GEO. B. ASHTON.