

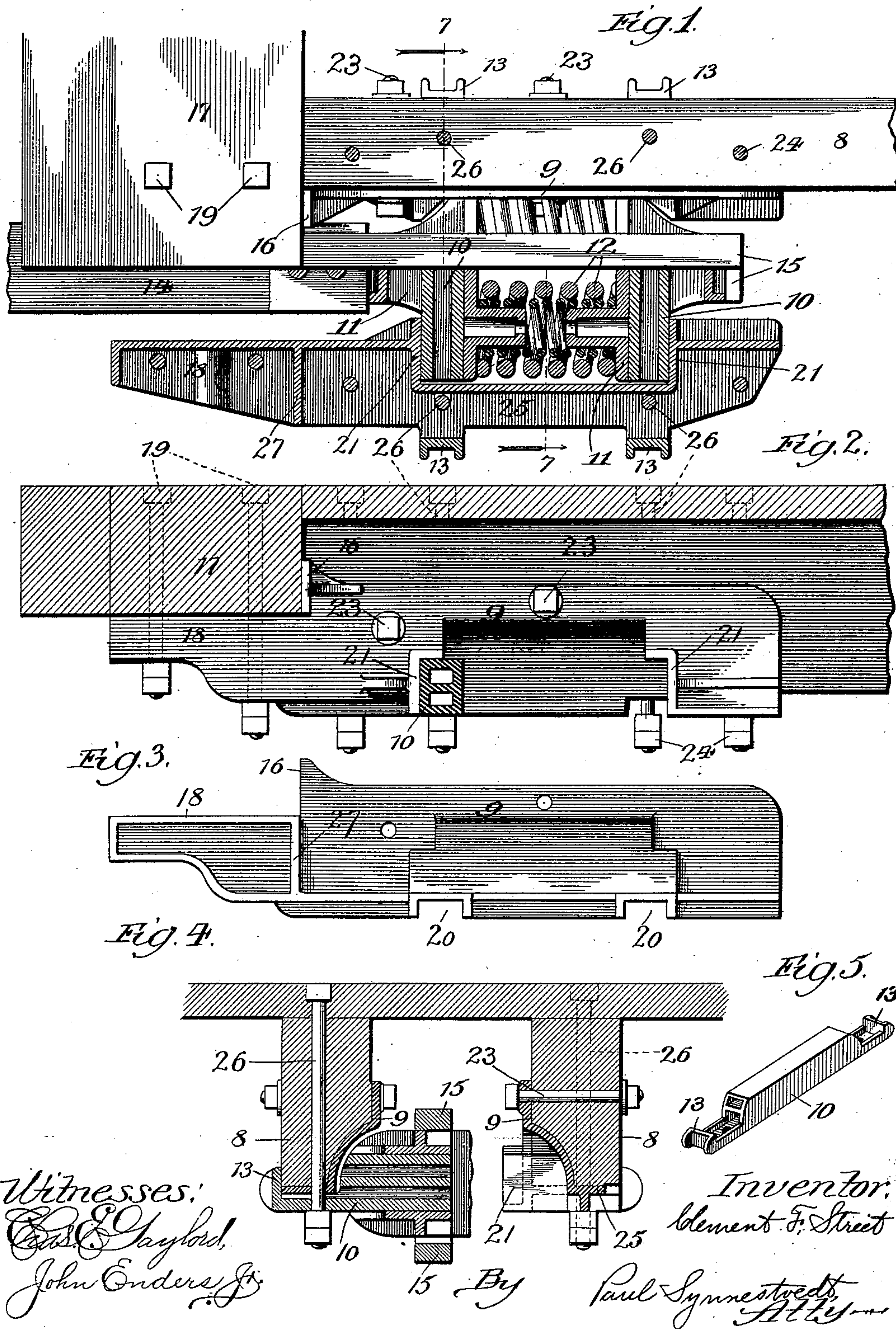
No. 714,059.

Patented Nov. 18, 1902.

C. F. STREET.
DRAFT GEAR.

(Application filed Dec. 2, 1901.)

(No Model.)



UNITED STATES PATENT OFFICE.

CLEMENT F. STREET, OF DAYTON, OHIO, ASSIGNOR TO THE DAYTON MALLEABLE IRON COMPANY, OF DAYTON, OHIO, A CORPORATION OF OHIO.

DRAFT-GEAR.

SPECIFICATION forming part of Letters Patent No. 714,059, dated November 18, 1902.

Application filed December 2, 1901. Serial No. 84,476. (No model.)

To all whom it may concern:

Be it known that I, CLEMENT F. STREET, a citizen of the United States, residing in the city of Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Draft-Gear, (Case No. 2,) of which the following, taken in connection with the accompanying drawings, is a specification.

10 The object of my present invention is to provide an arrangement of draft-gear contemplating in its preferred construction the elimination of the usual draft-sills, and in carrying out my invention I provide sill-plates and
15 additional flanges bearing against the ends of the center sills, whereby the buffing strains are transmitted directly to the ends of said sills. These sill-plates are also provided with recesses for the reception of stop-bars, and the
20 stop-bars are constructed not only to receive the customary buffing and pulling strains, but also to bind the sills together.

My invention is illustrated in preferred form in the accompanying drawings, in
25 which—

Figure 1 is a plan view, partly in section, of a portion of the framework of a car having my improvement applied thereto. Fig. 2 is a view, partly in vertical section, of the mechanism shown in Fig. 1. Fig. 3 is a view of my improved sill-plate shown in elevation. Fig. 4 is a sectional view taken on the line 7 7 of Fig. 1, the spring being removed; and Fig. 5 is a perspective view of my improved
35 stop-bar.

Referring now more particularly to Figs. 1, 2, and 4, it will be seen that in the practice of my invention I secure to the two center sills 8 a couple of sill-plates 9, formed with
40 recesses and bearings for the stop-bars 10. The spring plates or followers 11 are provided with rectangular openings through which the stop-bars are passed and are also provided with bosses which carry the springs 12. The
45 stop-bars 10 are preferably hollow and are reduced in vertical dimension on their outward ends to pass beneath the center sills and sill-plates. Each outward end is also provided with an upwardly-extending flange
50 13, forming hooks which bear against the sill-plates and center sills and prevent any tend-

ency thereof to spread apart. At 14 I have indicated the shank of a coupler, and at 15 the yoke thereof.

Referring now more particularly to Figs. 1 55 and 3, it will be seen that the sill-plate 9 is provided with recesses 20 for the stop-bars 10 and also with flanges or bearings 21 to support the stop-bars in the direction in which the greatest strains are applied. The sill- 60 plates are secured to the center sills by means of horizontal bolts 23 and vertical bolts 24 and 26. The vertical bolts pass through the flanges 25 of the sill-plates, and the bolts 26, in addition to this, pass through and carry the 65 stop-bars. (See Fig. 4.) Flanges 27 are also provided on the sill-plates, which flanges bear directly on the outward ends of the center sills and transmit buffing strains from the stop-bars directly to the ends of said center 70 sills. The sill-plates are also provided with upwardly-extending brackets 16 to bear against the inside of the end sill and with brackets or prolongations 18, extending outwardly under the end sill, the latter being se- 75 cured to the end sill by the vertical bolts 19.

In the preferred construction the hooks on the ends of the stop-bars are made to engage the sill-plates and extend up beyond them to engage the sills also; but, if desired, the same 80 object can be attained by making the hooks only long enough to engage the sill-plates, as said sill-plates are secured firmly to the sills by bolts.

Having thus described my invention, what 85 I claim is—

1. A stop-bar for draft-gear provided with upturned flanges or hooks on its outer ends to engage the sills and prevent the same from spreading. 90

2. A stop-bar for draft-gear having extensions under the car-sill and having shoulders and flanges to engage both sides of the sills and restrain the same from lateral play, substantially as described. 95

3. In a draft-gear for cars, a stop-bar, the ends of which are provided with flanges adapted to engage the outer sides of sills, and shoulders adapted to engage the inner sides thereof, whereby said sills are held against 100 undue lateral movement, substantially as described.

4. In a draft-gear for cars, a stop-bar, the ends of which are provided with flanges adapted to engage sill-plates, whereby said sill-plates are held against undue lateral movement, the ends of the bar extending under the plates, substantially as described.

5. In a draft-gear the combination of a coupler, sill-plates, and a stop-bar provided with flanges or hooks adapted to engage said sill-plates and hold them against undue lateral movement, the ends of the bar extending under the plates, substantially as described.

6. In a draft-gear the combination of a coupler, a follower, sill-plates, and a stop-bar provided with flanges arranged to engage said sill-plates and hold them against undue

lateral movement, the ends of the bar extending under the plates, substantially as described.

7. In draft-gear the combination with a supporting-abutment for the thrust on the stop-bar, of a stop-bar having shoulders and flanges to engage both sides of the draft-sills to prevent the same from lateral play.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

CLEMENT F. STREET.

In presence of—

J. SPRIGG MCMAHON,

R. B. RETTER.