No. 763,098. PATENTED JUNE 21, 1904.

R. HARDING.

DRAW BAR POCKET.

APPLICATION FILED DEC. 15, 1902.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.

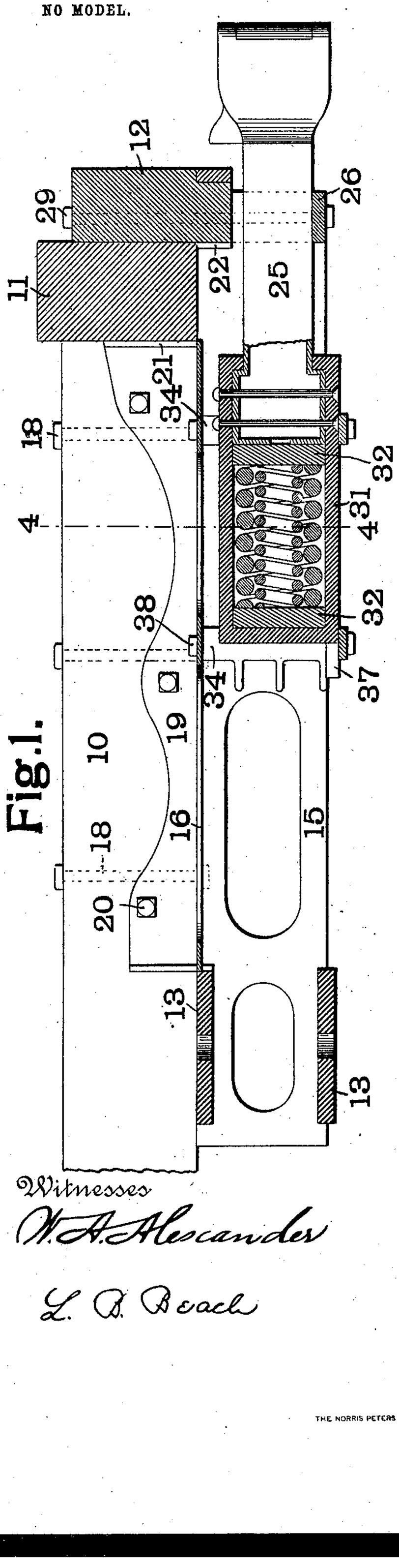
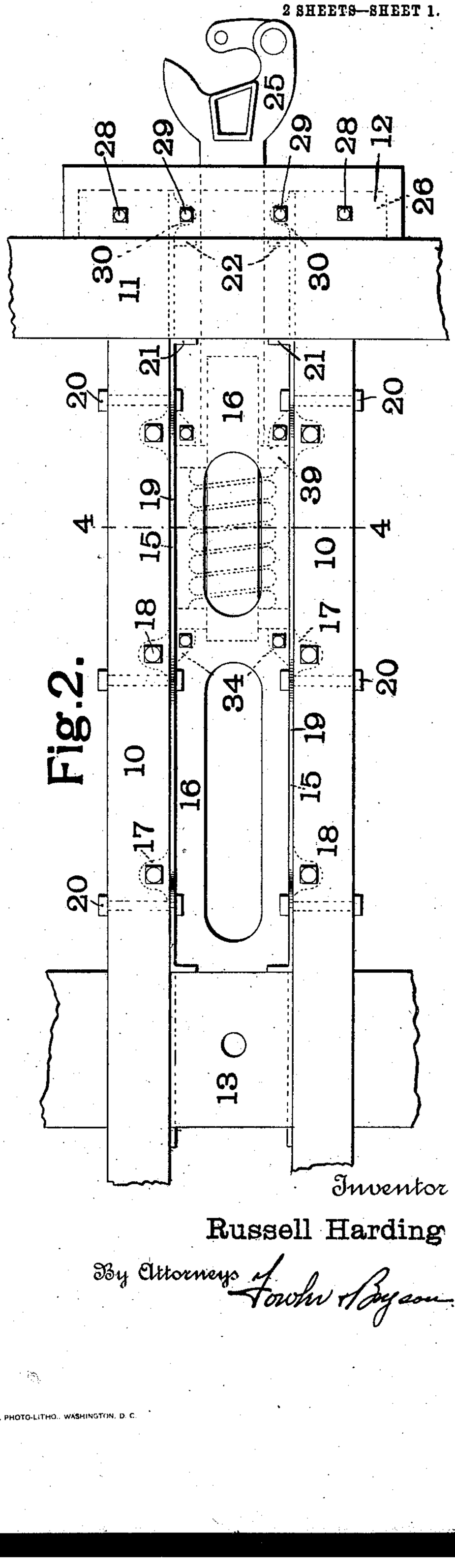


Fig. 2.



Witnesses

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NO MODEL. 2 SHEETS—SHEET 2.

Fig.3.

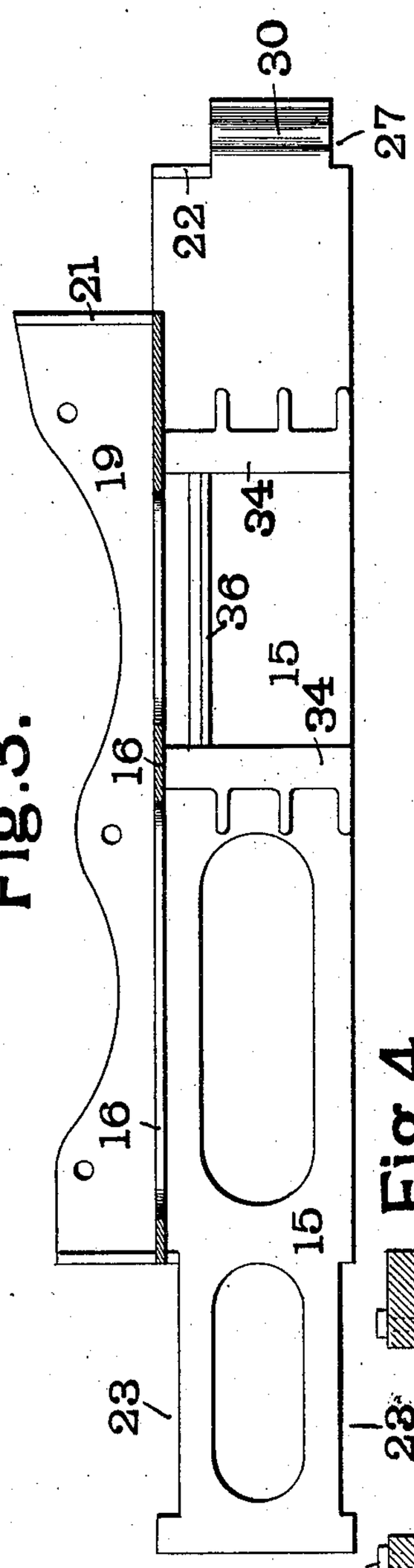

Fig.5.

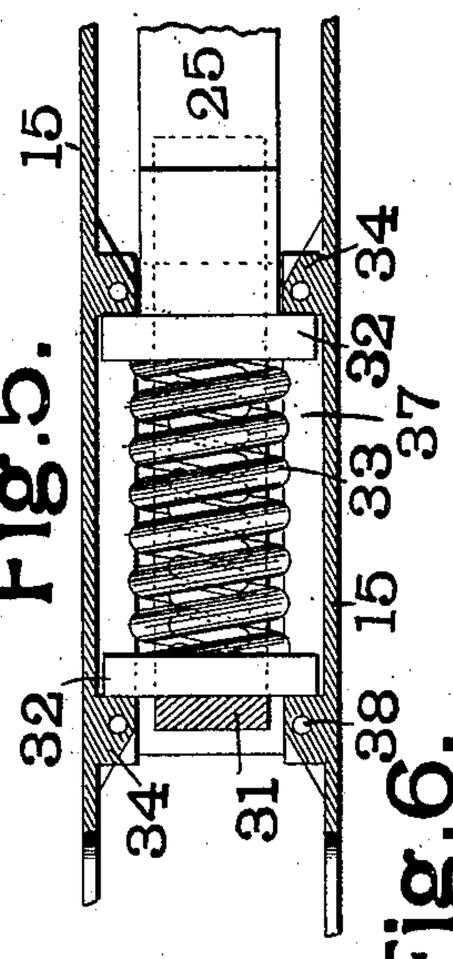

Fig.6.

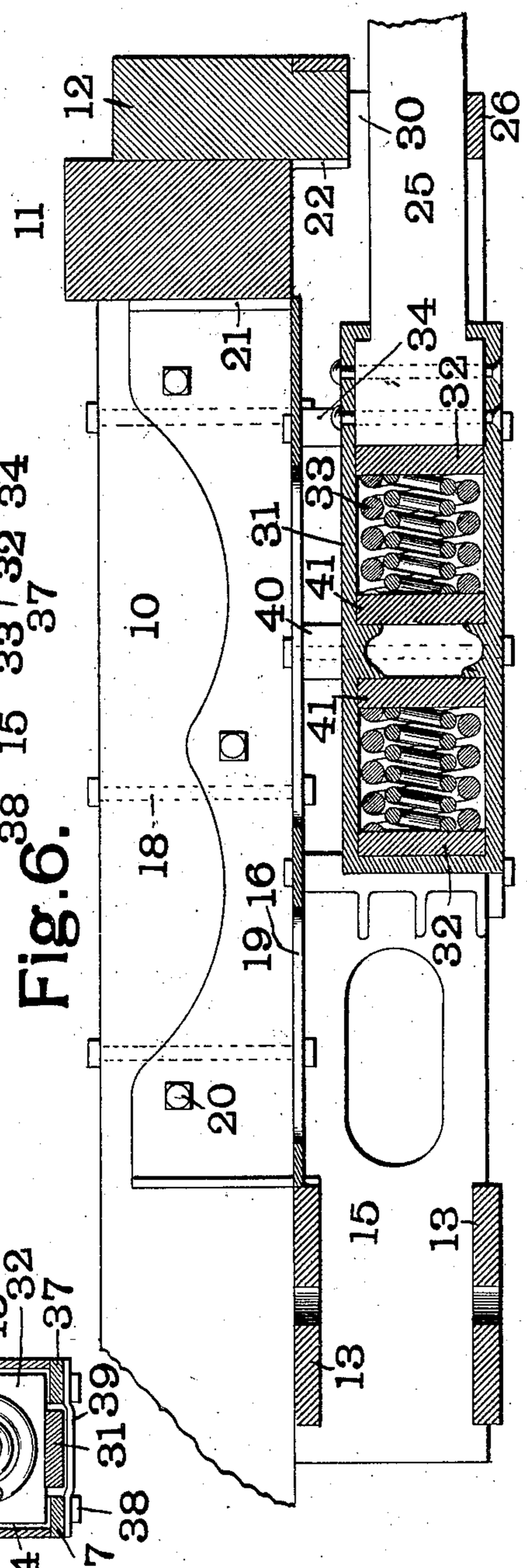

Fig.4.

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No. 763,098. Patented June 21, 1904.

UNITED STATES PATENT OFFICE.

RUSSELL HARDING, OF ST. LOUIS, MISSOURI.

DRAW-BAR POCKET.

SPECIFICATION forming part of Letters Patent No. 763,098, dated June 21, 1904.

Application filed December 15, 1902. Serial No. 135,186. (No model.)

To all whom it may concern:

Be it known that I, RUSSELL HARDING, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented a certain new and useful Draw-Bar Pocket, of which the following is such a full, clear, and exact description as will enable any one 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.

My invention relates to draft-rigging for railway-cars, and more particularly to a pocket for carrying the draw-bar and draft spring or springs.

The principal object of my invention is to provide a draw-bar pocket which can be secured directly to the center sills of the car, thus dispensing with the draft-timbers, which are usually secured below the center sills and between which the draft-rigging is carried.

My invention consists in part in a draw-bar pocket adapted to carry a draw-bar and spring and provided with upwardly-extending flanges for securing it to the faces of the center sills of the car.

My invention also consists of certain other novel features and details of construction, all of which are described in the following specification, and pointed out in the claims affixed hereto.

In the accompanying drawings, Figure 1 is a vertical longitudinal section through a draw-bar pocket made in accordance with my invention and a portion of the car adjacent thereto. Fig. 2 is a top plan view of the parts shown in Fig. 1. Fig. 3 is a vertical longitudinal section of the pocket detached from the car. Fig. 4 is a section on the lines 4 4 of Figs. 1 and 2. Fig. 5 is a horizontal longitudinal section through a portion of the pocket; and Fig. 6 is a view similar to Fig. 1, but showing a slight modification.

Like marks of reference refer to similar parts in the several views of the drawings.

10 represents the center sills of the car, 11 the end sill, 12 the buffer-block, and 13 the body-bolster, all of which may be of the usual construction.

The draw-bar pocket consists of two side plates 15, which are connected by means of an integral top plate 16. The pocket is provided on each side with a number of horizontal flanges or lugs 17, which rest against the lower edges of the center sills 10 and are secured thereto by means of bolts 18, passing vertically through the said center sills 10. The pocket is also provided with a pair of upwardly-extending flanges 19, which rest against the inner faces of the center sills 10 and are secured thereto by means of bolts 20, extending horizontally through the center sills. The flanges 19 terminate some distance to the rear of the front end of the pocket and are provided with a pair of inwardly-extending flanges 21, which abut against the end sill 11. A short distance to the front of the flanges 21 the pocket is provided with a second pair of flanges 22, which abut against the buffer-block 12. The rear ends of the side plates 15 are provided with notches 23, as best shown in Fig. 3, in which the upper and lower parts of the body-bolster 13 are received, so that the pocket abuts against both the front and rear edges of said body-bolster.

25 is the draw-bar, the front of which is supported by means of a draw-bar carry-iron 26 of the usual construction. This carry-iron 26 rests against an offset 27, Fig. 3, in the lower forward edge of each of the side plates 15. The carry-iron 26 is secured in position by means of bolts 28 and 29, which pass through the buffer-block 12. The bolts 29 also pass through lugs 30, formed on the inner faces of the front ends of the side plates 15, and so help to hold the draw-bar pocket in position. To the rear end of the draw-bar 25 are secured straps 31, between which are placed the follower-plates 32, and between the follower-plates 32 are placed the usual draft spring or springs 33. The follower-plates 32 rest against stops 34, formed integral with the side plates 15. The upper edges of the follower-plates 32 are guided by means of ridges 36, formed integral with the side plates 15, and the lower edges are guided by means of guide-bars 37, secured in position by bolts 38, passing through the lugs 34. The rear end of the draw-bar is thus held in position by the engagement of the follower-plates 32 with the

guides 36 and 37. In addition to this cross-bars 39 can be secured beneath the guide-bars 37 by means of the bolts 38. These, however, are not essential and may be omitted, as shown in Fig. 6.

In Fig. 6 I show a slight modification for accommodating a draft-rigging with tandem springs. This differs from the form heretofore described in having the stops 34 placed at a greater distance apart, so as to accommodate the greater length of spring. In addition to this a center stop 40 is placed midway between the stops 34 and, like them, is formed integral with the side plates 15. Against this stop 40 bear follower-plates 41, against which rest the inner ends of the draft-springs 33.

It will be evident that by the use of my draw-bar pocket the usual draft-timbers are entirely dispensed with, the draft-rigging being carried directly by the center sills. The pocket is made in one integral piece and is preferably made of cast-steel. The metal can therefore be made sufficiently thin to avoid undue weight and at the same time secure great strength and rigidity.

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

1. The combination with a pair of side plates forming a draw-bar pocket and connected by a top plate formed integral therewith, of an upwardly-extending flange formed integral with said side and top plates for securing said pocket to the center sills of a car.

2. The combination with a pair of side plates forming a draw-bar pocket and connected by a top plate formed integral therewith, of upwardly-extending flanges for securing the pocket to the center sills of a car, and laterally-extending lugs or flanges for securing the pocket to the lower edges of said center sills.

3. The combination with the center sills, end sill, and buffer-block of a car, of a draw-bar pocket arranged below said center sills and secured thereto, said pocket abutting at one end against said end sill and buffer-block.

4. In a draw-bar pocket, the combination with two side plates, of a top plate, upwardly-extending flanges for securing the pocket to the inner faces of the center sills of a car, laterally-extending lugs or flanges for securing said pocket to the lower edges of said sills, flanges abutting against the end sill, and flanges abutting against the buffer-block.

5. In a draw-bar pocket the combination with two side plates, of a top plate, upwardly-extending flanges for securing the pocket to the inner faces of the center sills of a car, laterally-extending lugs or flanges for securing said pocket to the lower edges of said sills, flanges abutting against the end sill, and flanges abutting against the buffer-block, all of said parts being formed integral.

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

RUSSELL HARDING. [L. S.]

Witnesses:
F. J. McLEE,
J. H. MARA.