

No. 776,201.

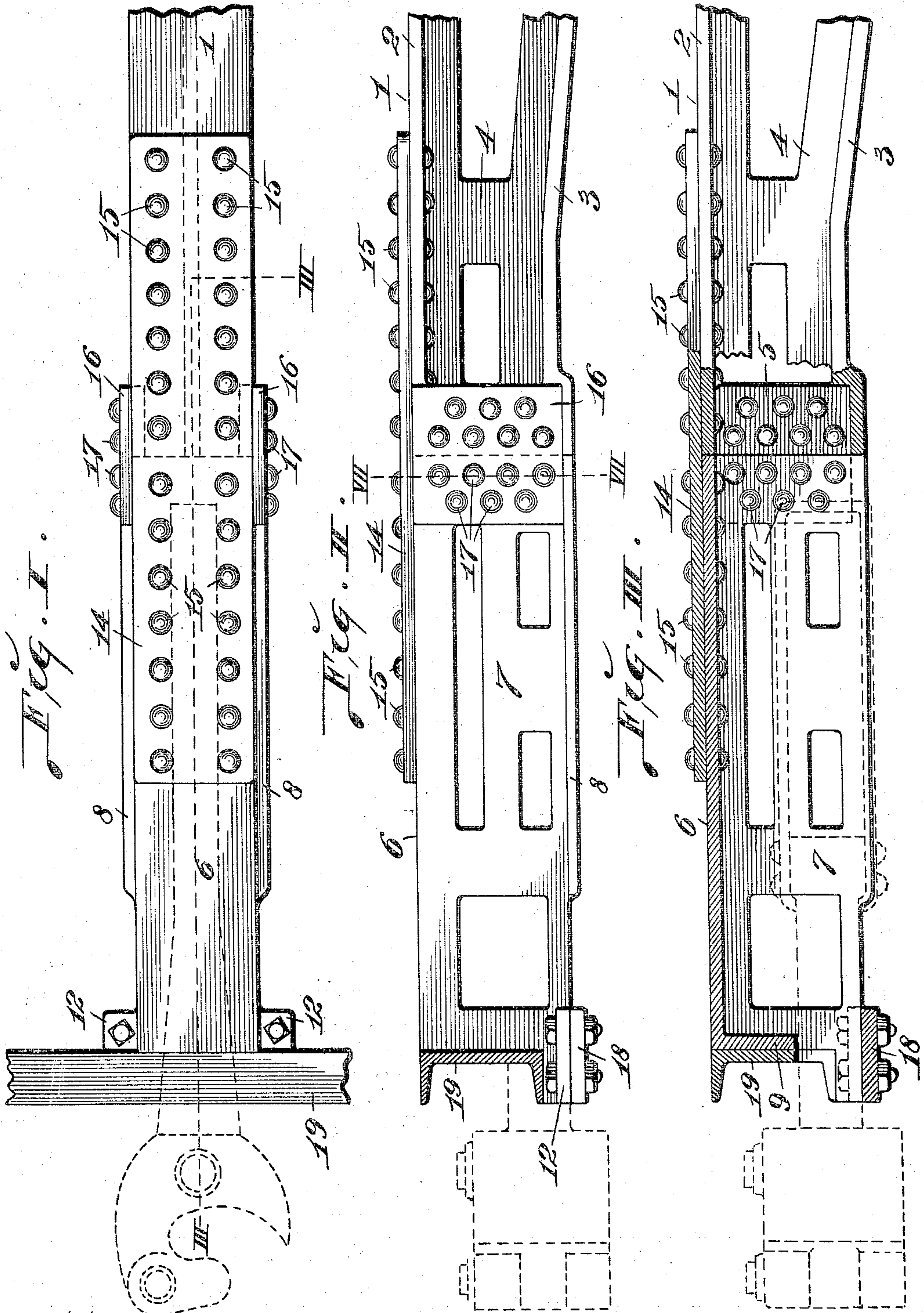
PATENTED NOV. 29, 1904.

O. S. PULLIAM.
DRAFT RIGGING CARRIER FOR CAR SILLS.

APPLICATION FILED MAR. 14, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



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Fig. IV.

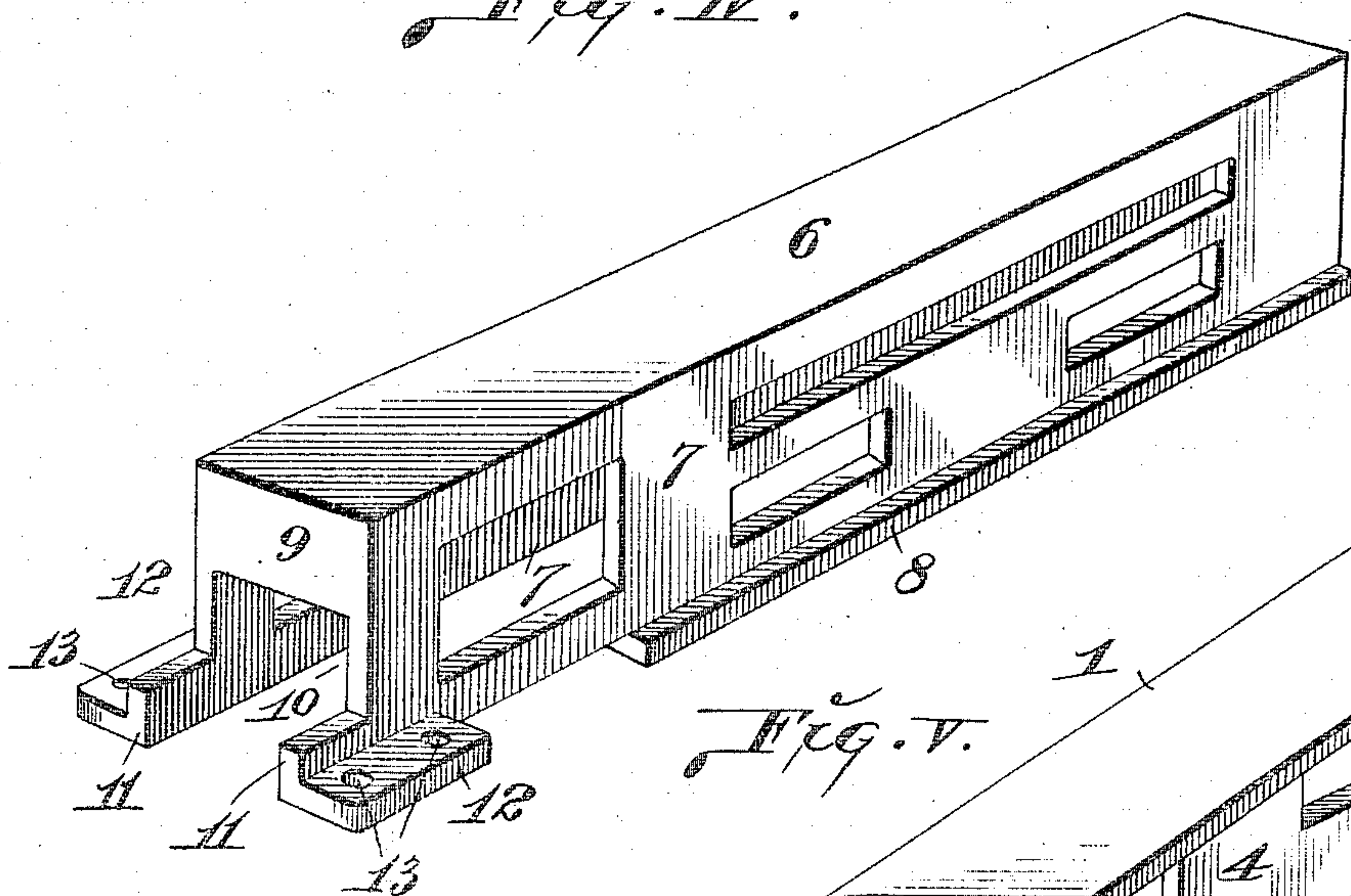


Fig. V.

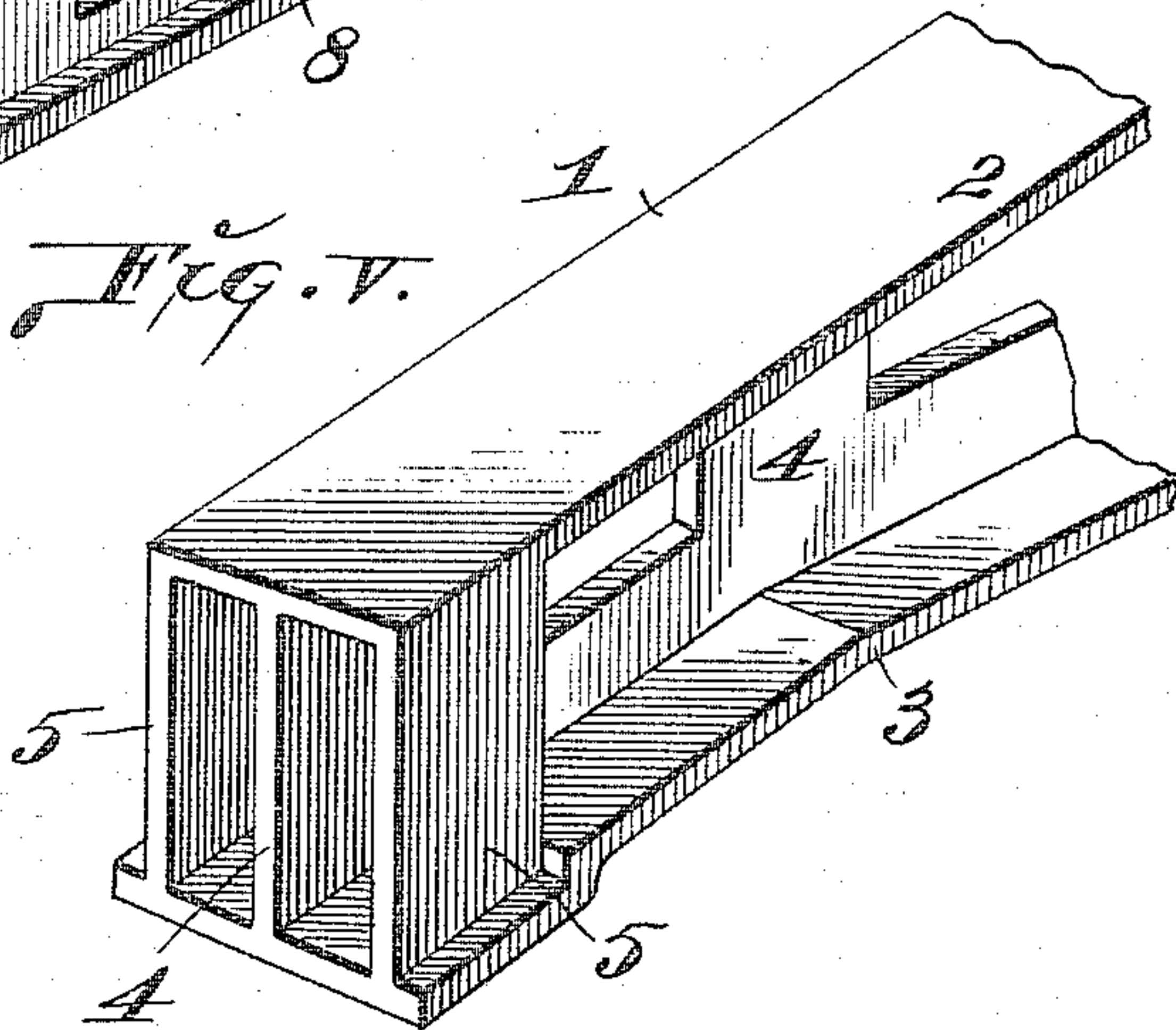


Fig. VI.

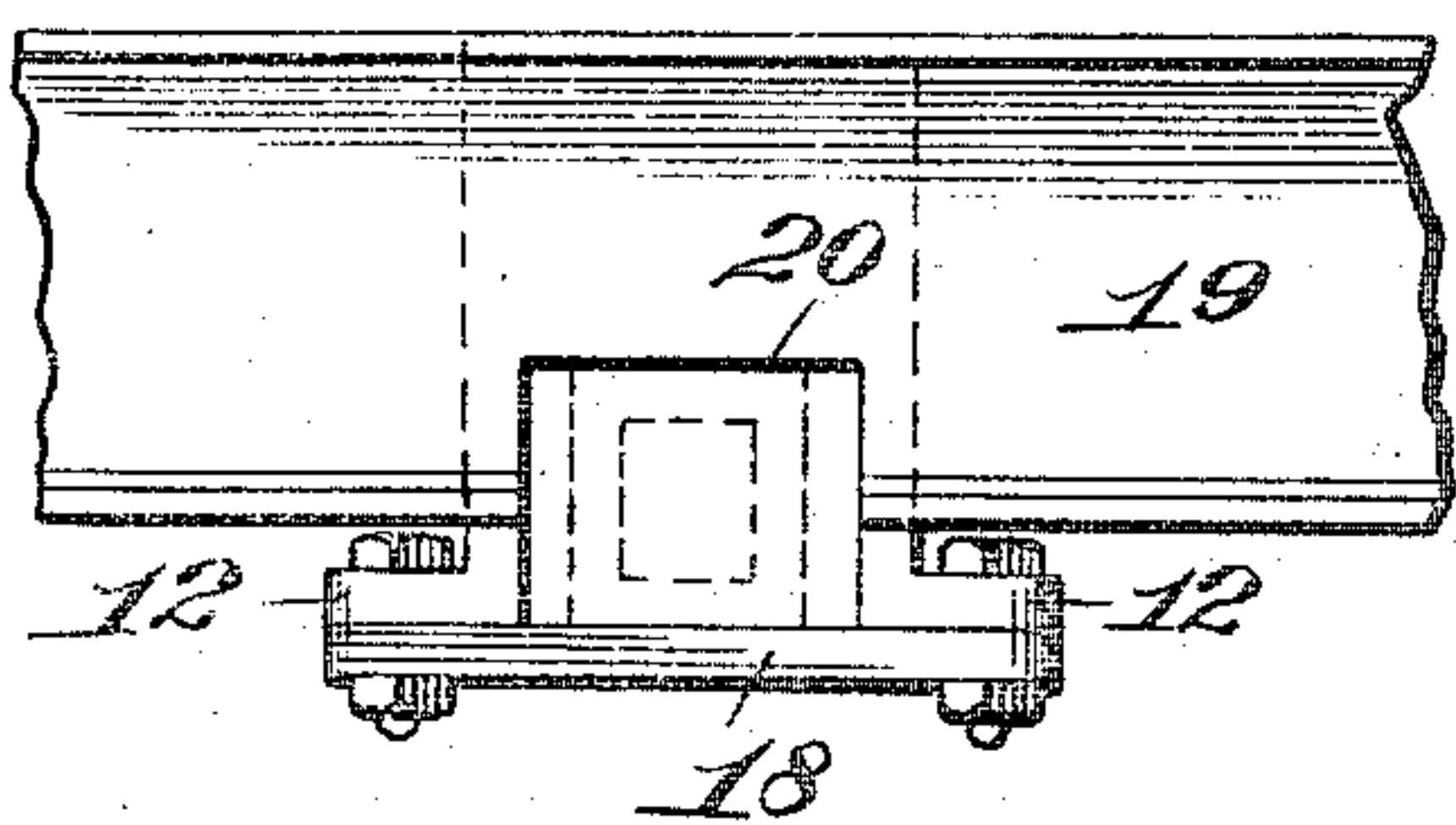
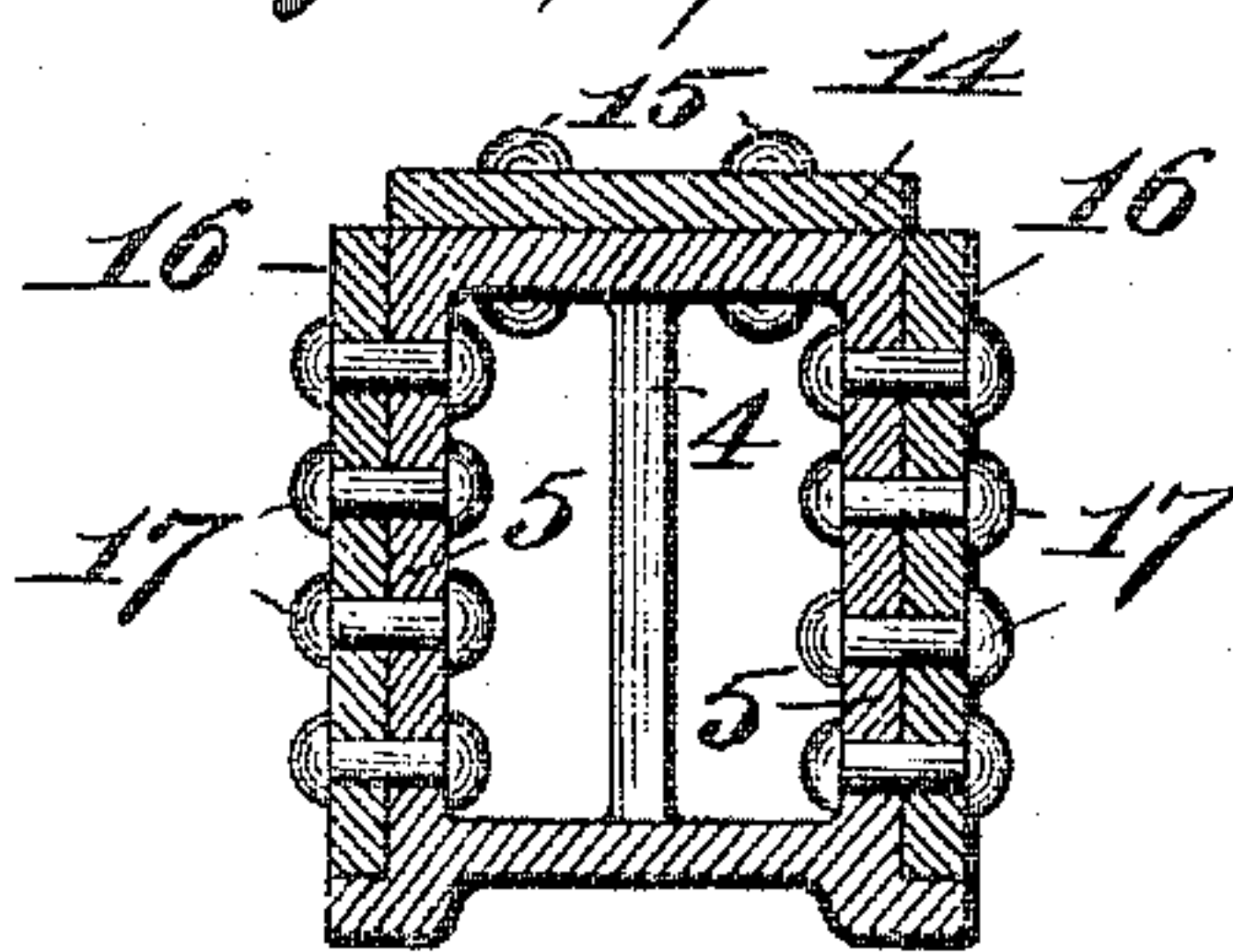


Fig. VII.



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UNITED STATES PATENT OFFICE.

OSWALD S. PULLIAM, OF ST. LOUIS, MISSOURI, ASSIGNOR TO THE COMMONWEALTH STEEL COMPANY, OF ST. LOUIS, MISSOURI, A CORPORATION.

DRAFT-RIGGING CARRIER FOR CAR-SILLS.

SPECIFICATION forming part of Letters Patent No. 776,201, dated November 29, 1904.

Application filed March 14, 1904. Serial No. 198,094. (No model.)

To all whom it may concern:

Be it known that I, OSWALD S. PULLIAM, a citizen of the United States, residing in the city of St. Louis and State of Missouri, have invented certain new and useful Improvements in Draft-Rigging Carriers for Car-Sills, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a construction by which a cast-metal car-sill is furnished with means for supporting and carrying the draw-bar and draft-rigging of the car in which said sill is situated, thereby making the sill and rigging-carrier a unit.

The invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

Figure I is a top or plan view of one end of the car-sill with my improvement applied thereto. Fig. II is a side elevation of the parts shown in Fig. I. Fig. III is a longitudinal section taken on line III III, Fig. I. Fig. IV is a perspective view of the draft-rigging carrier. Fig. V is a perspective view of one end of the sill to which the draft-rigging carrier is applied. Fig. VI is a front elevation of the draft-rigging carrier and a portion of the end sill of the car associated therewith. Fig. VII is a cross-section taken on line VII VII, Fig. II.

1 designates a cast-metal sill of a railway-car. This sill is preferably the car center sill and may be in the main of the form illustrated in Letters Patent of the United States, issued to me June 30, 1903, No. 732,442 or of any other construction. As illustrated most clearly in Fig. V, the sill has a top chord 2, a bottom chord 3, and an intervening vertical web 4. At each end of the sill between the top and bottom chords are vertical end webs 5.

The draft-rigging carriers that are fitted to the ends of the sill 1 are of inverted-U shape in cross-section and of box form, as seen most clearly in Fig. IV. Only one of the draft-rigging carriers is shown, and a description of it will be sufficient and may be considered to apply equally to the carrier at the opposite

end of the sill. The carrier has a top 6, sides 7, provided with reinforcing outwardly-projecting flanges 8 at the lower edges thereof, and an end wall 9 at the front end. The end wall 9 extends downwardly from the top 6 only part of the way to the lower edges of the carrier sides, so that a space 10 is present beneath the side wall. At the forward end of the carrier are extensions 11, and projecting laterally from these extensions and the sides 7 are ears 12, provided with bolt-holes 13.

The draft-rigging carrier is connected to the end of the sill 1 in the following manner: 14 is a top tie-plate that is positioned on the top chord of the sill and the top 6 of the draft-rigging carrier and secured to both of said members by a suitable number of rivets 15, passed through the sill-chord and carrier-top, as seen in Figs. I, II, III, and VII. 16 represents side tie-plates that are fitted to the sill end webs 5 and the sides of the draft-rigging carrier at the junction of these members so as to overlap the joint between them, these last-named tie-plates being secured to the members to which they are applied by rivets 17. It will be seen that by this construction the draft-rigging carrier is securely fastened to the end of the sill to be supported thereby. The draft-rigging occupies a position within the carrier, as indicated by dotted lines in Figs. I, II, and III, and may be of any common type. The draw-bar of the draft-rigging is supported by a carrying-iron 18, that is bolted to the ears 12 of the draft-rigging carrier. 19 is a car end sill, preferably of channel shape in cross-section and resting on the extensions 11 of the draft-rigging carrier. This end sill is cut out, as shown at 20, to receive the draft-rigging draw-bar.

I claim as my invention—

1. The combination with a cast-metal car-sill, of means for supporting draft-rigging carriers, substantially as set forth.

2. The combination of a cast-metal car-sill, metal draft-rigging carriers, and means for connecting said carrier to said sill, substantially as set forth.

3. The combination with a cast-metal car-sill, of a draft-rigging carrier, and tie-plates

connecting said carrier to said sill, substantially as set forth.

4. The combination with a car-sill, of a draft-rigging carrier of box shape fitted to the end of said sill, and tie-plates uniting said carrier and sill, substantially as set forth.

5. The combination with a car-sill, of a box-shaped draft-rigging carrier secured to said sill, and reinforcing-flanges projecting from the sides of said carrier, substantially as set forth.

6. The combination with a car-sill, having webs at an end thereof, of a box-shaped draft-rigging carrier fitted to the end of said sill, a top tie-plate uniting the upper portions of said sill and carrier, and side tie-plates uniting said end webs and the sides of said carrier, substantially as set forth.

OSWALD S. PULLIAM.

In presence of—

E. S. KNIGHT,

NELLIE V. ALEXANDER.