

No. 795,637.

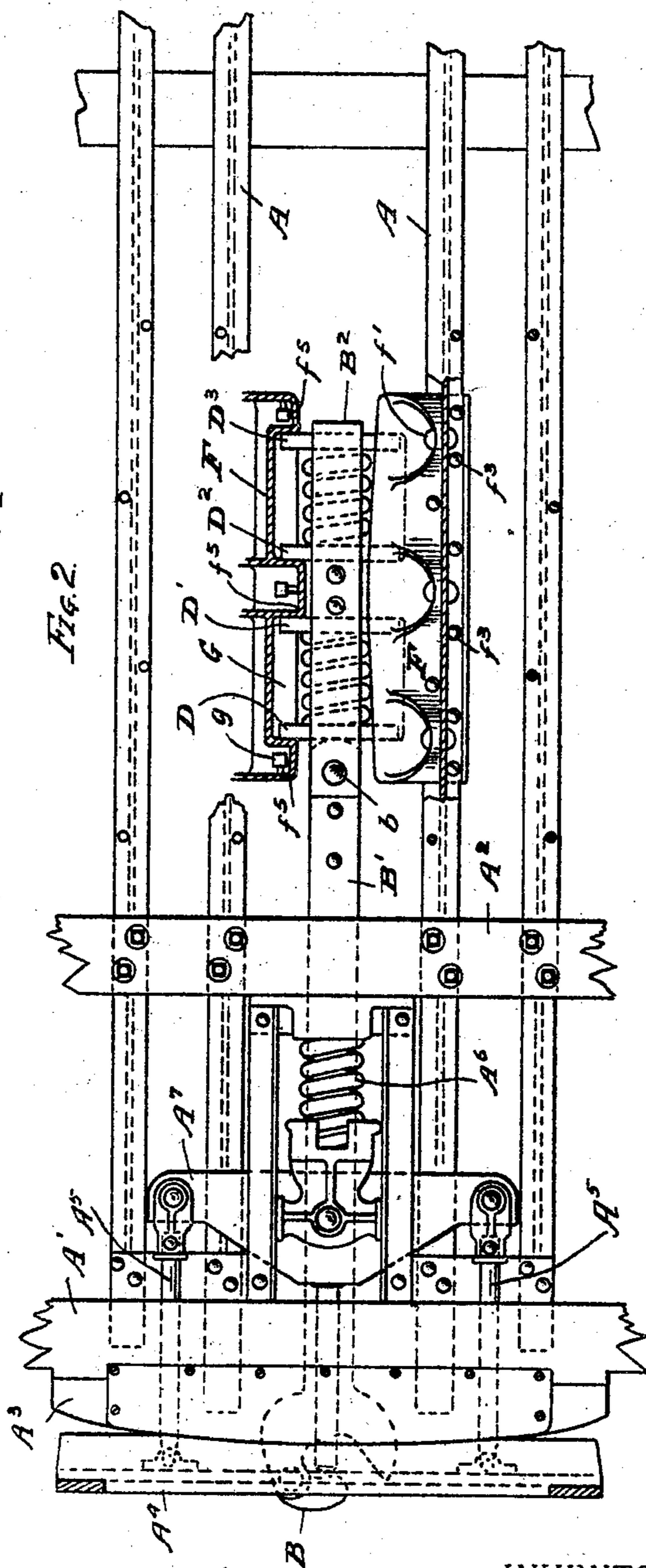
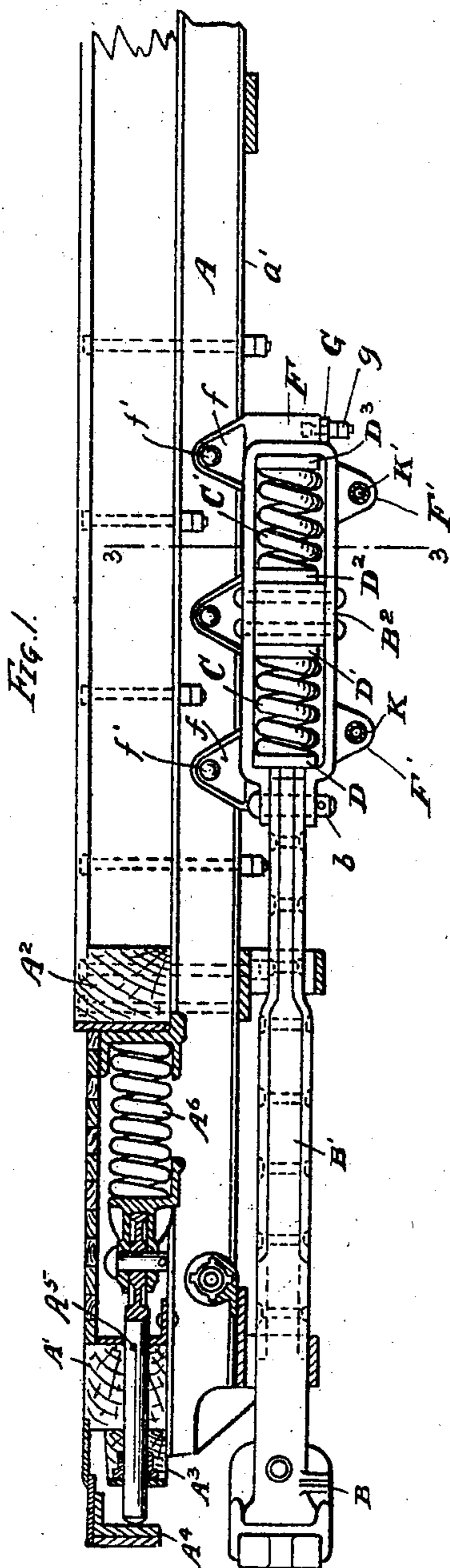
PATENTED JULY 25, 1905.

W. H. MINER.

# DRAFT RIGGING FOR RAILWAY CARS.

APPLICATION FILED FEB. 20, 1905.

2 SHEETS--SHEET 1.



WITNESSES:  
F. B. Townsend  
S. W. Hunday

INVENTOR.  
William H. Miner  
BY  
Mudry, Davis & Adams.  
his ATTORNEYS

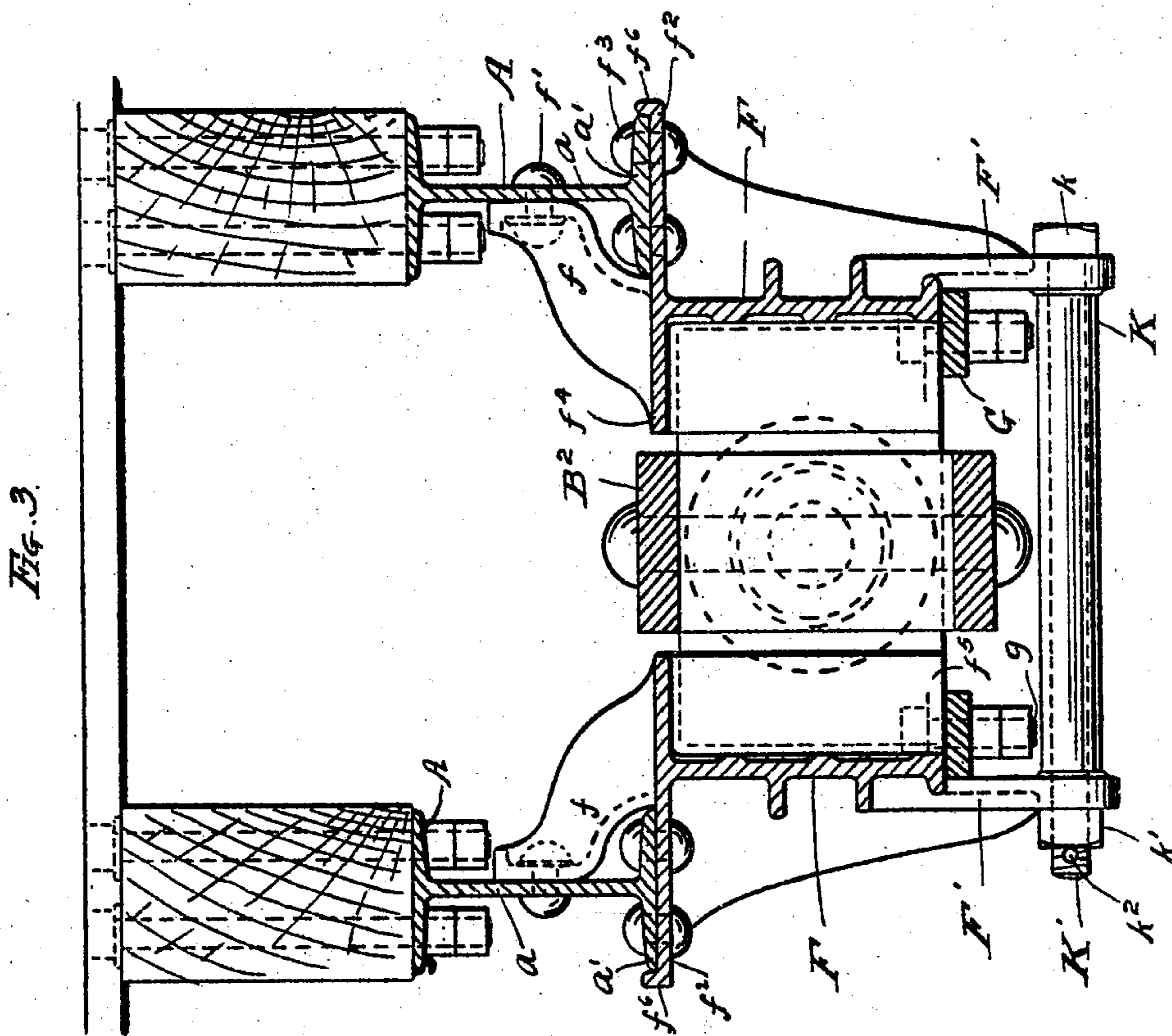
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his ATTORNEYS

# UNITED STATES PATENT OFFICE.

WILLIAM H. MINER, OF CHICAGO, ILLINOIS, ASSIGNOR TO W. H. MINER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

## DRAFT-RIGGING FOR RAILWAY-CARS.

No. 795,637.

Specification of Letters Patent.

Patented July 25, 1905.

Application filed February 20, 1905. Serial No. 246,466.

*To all whom it may concern:*

Be it known that I, WILLIAM H. MINER, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Draft-Rigging for Railway-Cars, of which the following is a specification.

My invention relates to improvements in draft-rigging for railway-cars, and more particularly to tandem spring-draft rigging designed for use upon passenger-cars.

My invention consists in the novel construction of parts and devices and in the novel combinations of parts and devices herein shown or described.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation, partly in vertical section, of a draft-rigging embodying my invention. Fig. 2 is a plan view, partly in horizontal section; and Fig. 3 is an enlarged cross-section on line 3 3 of Fig. 1.

In the drawings, A A represent the draft-sills or portion of the car-frame to which the draft-rigging is attached; A', the front sill; A<sup>2</sup>, a cross-sill; A<sup>3</sup>, the buffer-block; A<sup>4</sup>, the movable buffer-plate; A<sup>5</sup>, the buffer-stem; A<sup>6</sup>, the buffer-spring, and A<sup>7</sup> the buffer cross-bar. All these parts are of any suitable or ordinary construction.

B is the coupler, B' the draw-bar, and B<sup>2</sup> the draw-bar strap or yoke secured to the rear end of the draw-bar by a pivot b.

C C' are tandem-arranged springs, D D' D<sup>2</sup> D<sup>3</sup> the followers, and F F are the side plates or stop-castings. Each of the side plates or stop-castings F is provided with outwardly and upwardly extending brackets or arms *f* to fit against the vertical webs *a* of the draft-sills A, to which said brackets are secured by bolts or rivets *f'*. Each of the side plates or stop-castings F is further provided with an outwardly-projecting horizontal flange *f*<sup>2</sup>, fitting against and beneath the lower flange *a'* of the draft-sill A, and also with an upwardly-projecting shoulder or flange *f*<sup>6</sup>, fitting against the outer edge of said flange *a'* of the sill A. Bolts or rivets *f*<sup>3</sup> secure said outwardly-projecting flange *f*<sup>2</sup> to

the draft-sill A. Each of the side plates or stop-castings F is provided with an integral upper guide *f*<sup>4</sup> for the followers, said integral guide *f*<sup>4</sup> consisting of an inwardly-projecting flange on the side plate F. The side plates or stop-castings F are furnished each with removable guide-plates G at their lower edges, secured thereto by short or stub bolts *g*, extending through feet or projections *f*<sup>5</sup> at the lower edges of the side plates or stop-castings. Each of the side plates or stop-castings F is further provided with downwardly-projecting integral brace-arms F' F' to enable the two side plates or stop-castings to be rigidly braced apart and rigidly connected together by transversely-extending brace-thimbles K and connecting-bolts K', extending between said brace-arms below the draw-bar strap or yoke B<sup>2</sup> and followers. Each of the connecting-bolts K is furnished with a head *k* and with a threaded nut *k'* and lock-key *k*<sup>2</sup>.

By this means or construction the draft-rigging may be made very strong, durable, safe, and reliable and at the same time be mounted entirely below the draft-sills, as illustrated in the drawings and as is frequently required in practice to accommodate or adapt the draft-rigging to particular car constructions.

I claim—

In a draft-rigging, the combination with the draft-sills, draw-bar, draw-bar extension, springs and followers, of a pair of side plates or stop-castings having outwardly and upwardly projecting brackets fitting against the vertical webs of the draft-sills and outwardly-projecting flanges fitting beneath and secured to the draft-sills, and provided with integral downwardly-projecting brace-arms and brace-thimbles and connecting-bolts extending between said downwardly-projecting brace-arms of the side plates or stop-castings, substantially as specified.

WILLIAM H. MINER.

Witnesses:

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P. ABRAMS.