

No. 814,564.

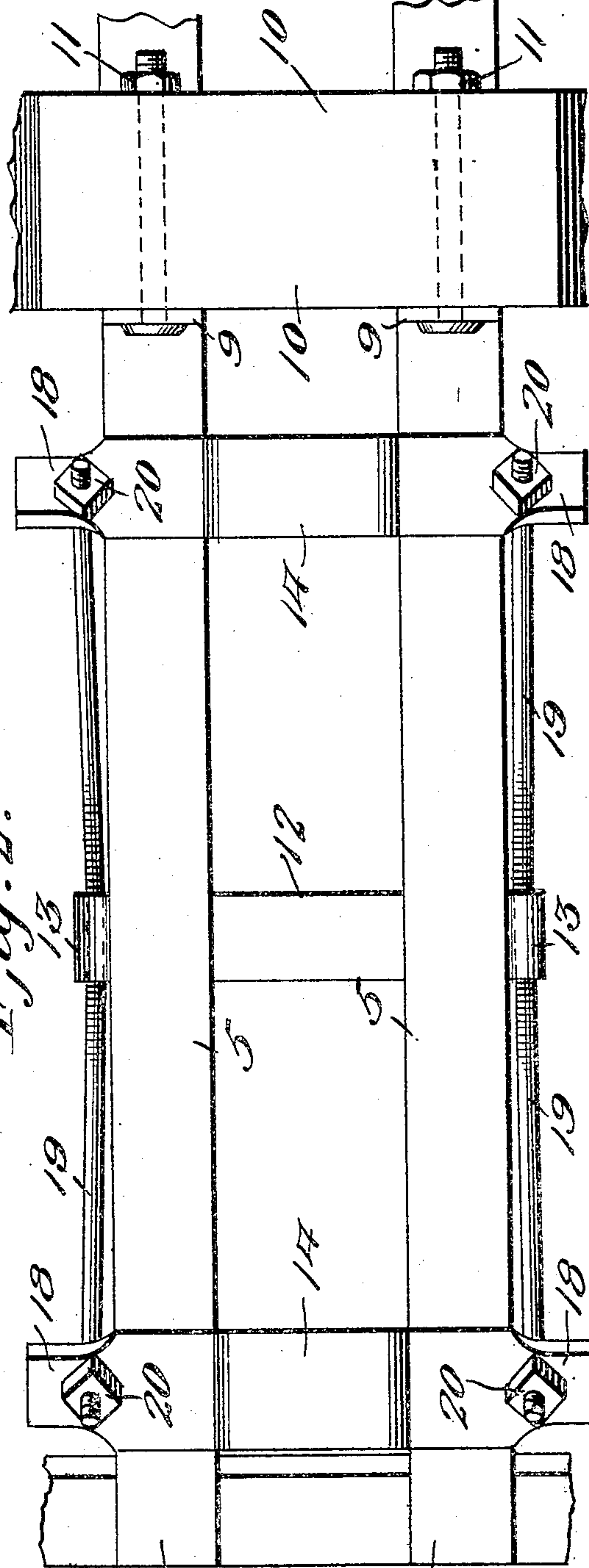
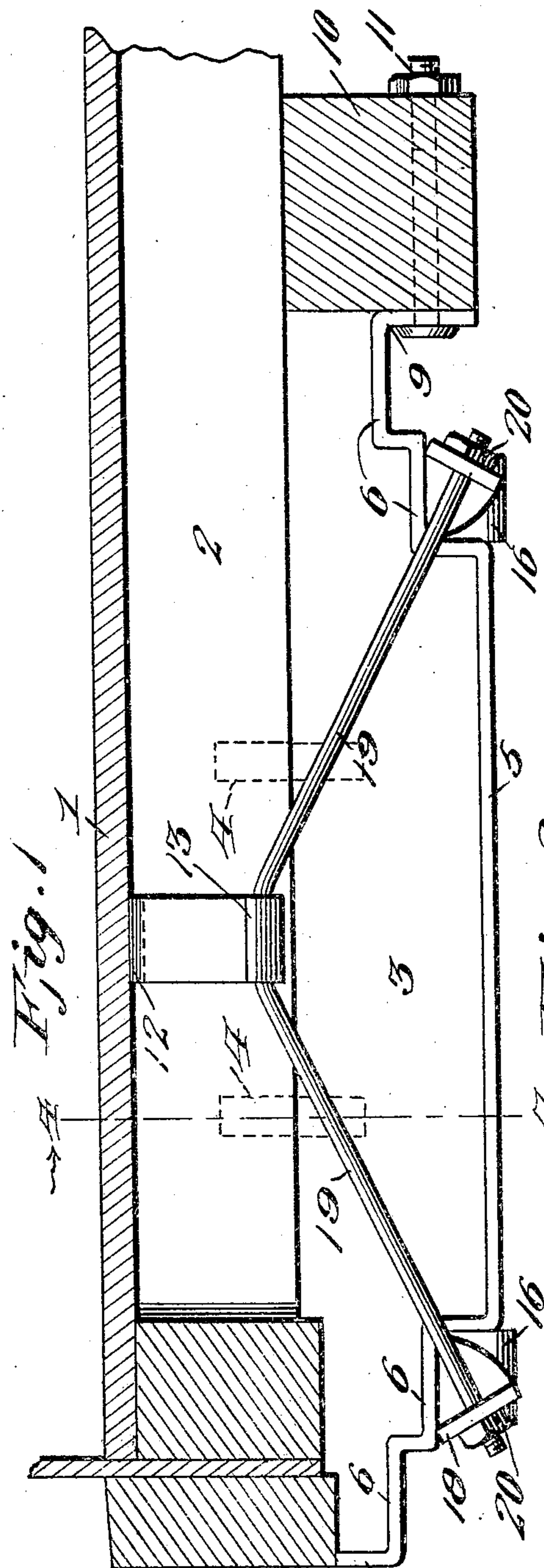
PATENTED MAR. 6, 1906.

P. H. RASPBERRY.

DRAFT RIGGING.

APPLICATION FILED APR. 15, 1905.

2 SHEETS—SHEET 1.



Witnesses

Frank B. Hoffman  
D. W. Jones.

By

P. H. Raspberry  
Victor J. Evans  
Attorney

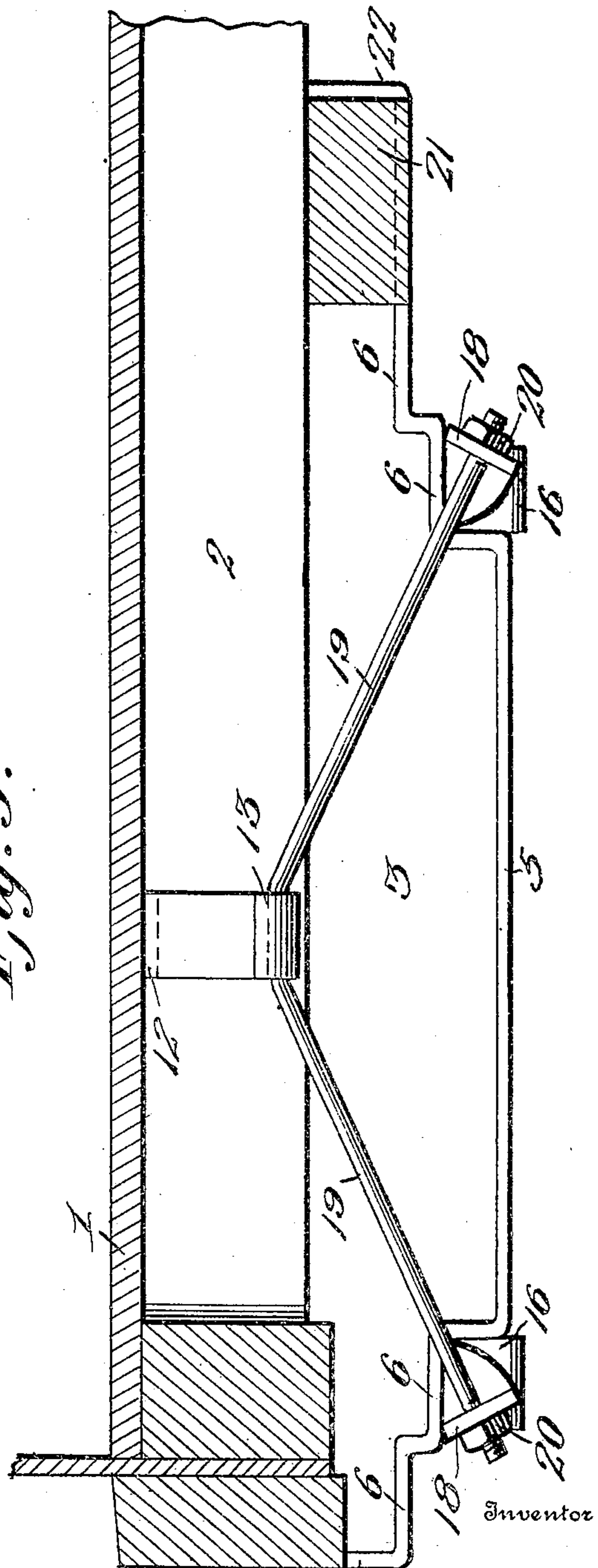
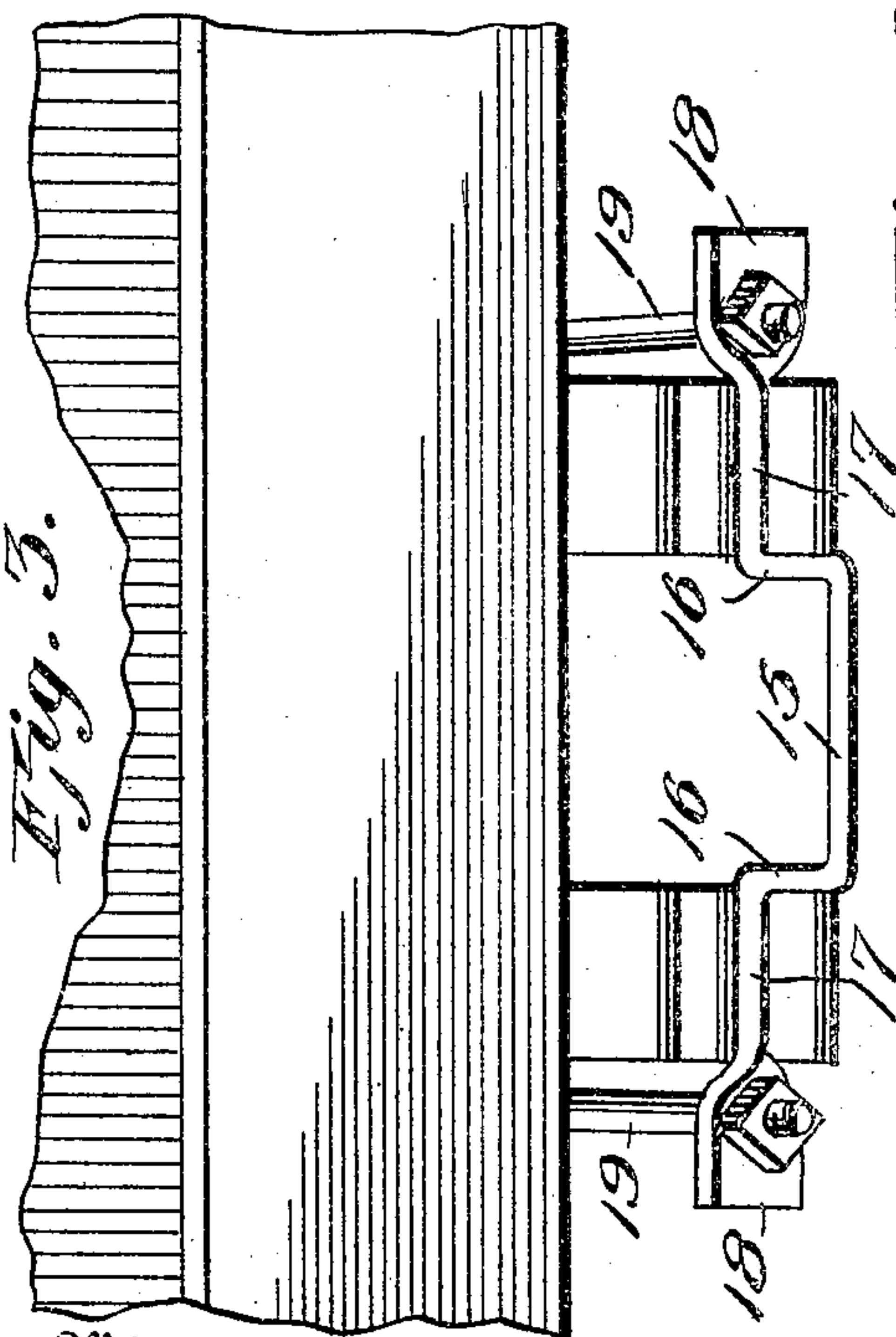
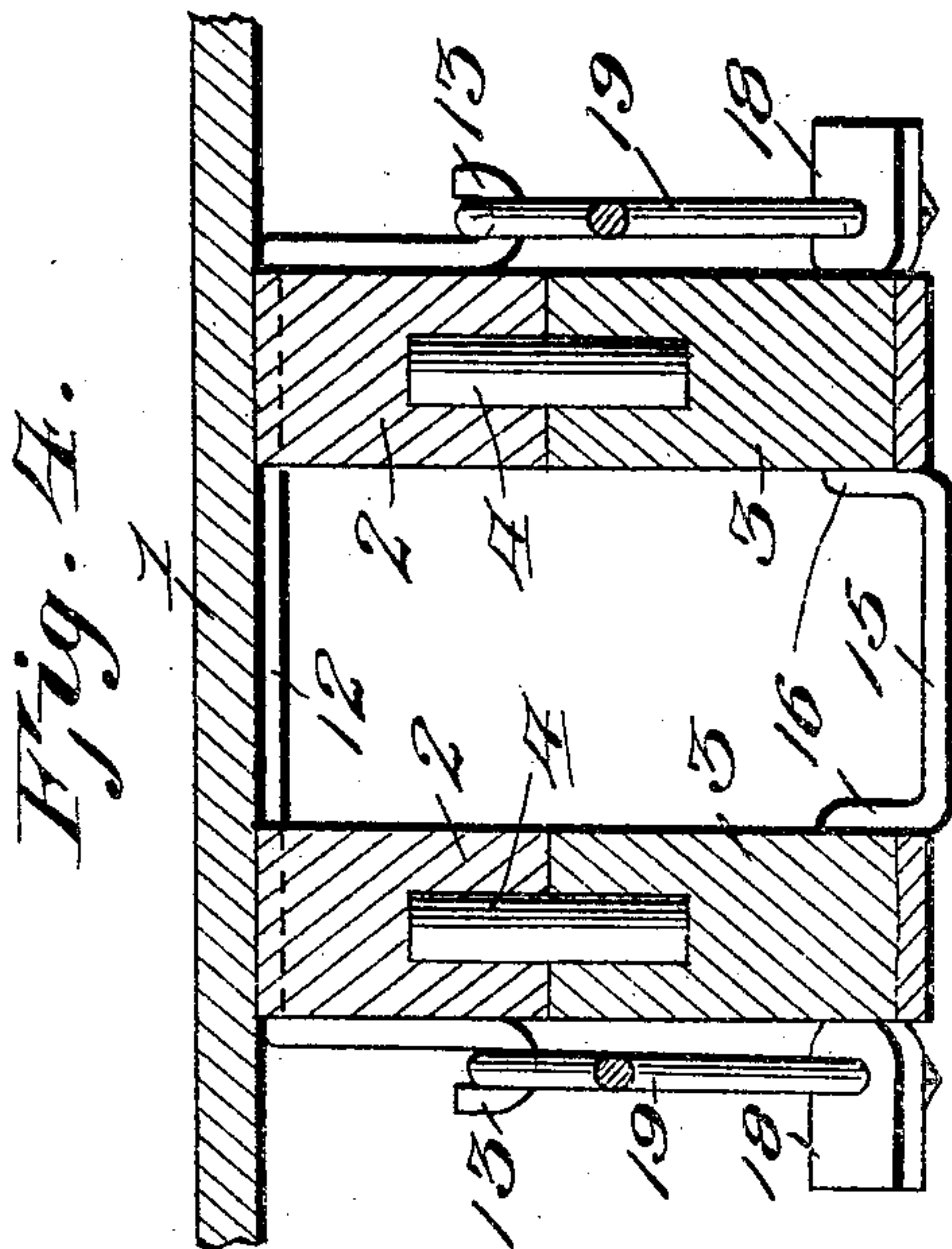
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D. W. Gould.

Inventor

By

P. H. Raspberry  
Victor J. Evans  
Attorney



# UNITED STATES PATENT OFFICE.

PINKNEY H. RASPBERRY, OF BIRMINGHAM, ALABAMA.

## DRAFT-RIGGING.

No. 814,564.

Specification of Letters Patent.

Patented March 6, 1906.

Application filed April 15, 1905. Serial No. 255,791.

*To all whom it may concern:*

Be it known that I, PINKNEY H. RASPBERRY, a citizen of the United States, residing at Birmingham, in the county of Jefferson and State of Alabama, have invented new and useful Improvements in Draft-Rigging, of which the following is a specification.

The invention relates to an improved draft-rigging particularly designed for use in connection with cars, whereby to provide for the ready repairing of the draft-bars in the event of breakage.

The main object of the invention is the production of a draft-rigging so constructed and arranged as to avoid the necessity and expense of unloading cars to be repaired, requiring the simple adjustment of exposed nuts or other fastening devices.

The preferred form of the invention will be described in the following specification, reference being had to the accompanying drawings, in which—

Figure 1 is a view in side elevation, partly in section, illustrating my improved draft-rigging. Fig. 2 is a bottom plan of the same, the car-flooring being removed. Fig. 3 is an end elevation of the same. Fig. 4 is a transverse sectional view of the draft-rigging, taken on the line 4 4 of Fig. 1. Fig. 5 is a view in side elevation, showing my improved draft-rigging applied to cars having wooden bolsters.

Referring to the drawings, wherein like numerals of reference designate like parts throughout the several views, 1 designates the floor of a car, to which are connected the usual draw-sills 2. As the rigging for respective ends of the car is identical, a detail description of one will suffice for both.

The draft-timbers 3 are provided on their upper surfaces with pins 4, which may be of any desired number and are preferably inserted in openings in the draw-sills to maintain the sills and timbers in alinement and to prevent independent movement of the parts.

Supporting-straps 5 extend longitudinally of the draft-bars, being suitably bent at their terminals, as at 6, to fit suitably-recessed portions of said draft-timbers. The forward terminals of the straps are bent upward, as at 7, to engage the forward vertical edge of the draft-timber, the rear terminal being bent downwardly, as at 9, and secured to the bolster 10 by a transverse bolt 11. By this construction the entire lower and forward edge of each draft-timber is bounded by the support-

ing-strap, and the latter is so connected with the draft-timber by means of the reduced portions of the latter that independent movement thereof is prevented.

12 represents a hanger-strap arranged transversely of the draft-sills intermediate the length of the draft-timbers. The hanger-strap projects beyond the side edges of the draw-sills and is terminally bent downwardly and formed to provide hooks 13, as clearly illustrated in Fig. 4.

Cross-straps 14 are arranged transversely of and adjacent to the respective ends of the draw-timbers. The cross-straps are formed intermediate their ends with a depending portion 15 of a length to snugly fit between the adjacent faces of the draw-timbers. The terminals of the depending portions of the cross-strap are bent upwardly at 16 to provide projections to rest snugly against the faces of the draw-timbers, and from said projection the cross-straps are laterally extended, as at 17, this lateral portion resting upon one of the straps formed in the supporting-strap 5 to fit the cut-out portion of the draft-timber. By this construction a draft-timber is supported positively by means of the straps 14, the latter engaging both timbers at opposite ends, fitting in the cut-out portions thereof and preventing movement of said timbers in either direction. The terminals of the straps 14 project beyond the outer faces of the draw-timbers, as at 18, and are there slightly twisted or turned upon themselves to project said terminal in a plane at an angle to the plane of the rest of the strap, as clearly shown in Fig. 4.

Truss-rods 19 are supported intermediate their ends in the hooks 13 of the hanger-straps 12. The truss-rods, which are arranged one on each side of the respective draw-timbers, are removably supported in the hooks 13 at about their central portion, terminally inclining from said hooks toward the ends 18 of the cross-straps 14. The ends of the truss-rods are passed through openings in the terminals 18 of the cross-straps and are secured thereto by nuts 20, as clearly shown in the drawings.

In the use of the draft-rigging device it is obvious that the parts may be adjusted or secured to the degree desired by the simple tightening of the nuts 20, as such operation draws the cross-straps 14 rearward and upward, binding the draw-timbers tightly to the draw-sills.



In the use of the draft-rigging with cars having wooden bolsters, as 21, rear terminals of the supporting-straps are formed to extend across the lower face of said bolster and upward in contact with the rear edge, as at 22, to provide a lock for the supporting-strap at the rear end, as will be evident.

In the use of the structure described it will be noted that I am enabled to tighten or adjust the rigging of the car without unloading the same, as has been heretofore necessary, whereby I am able to dispense with the time and labor taken in loading and reloading and enables the repairers to expedite their work without the usual delay incident to such previous operation.

I do not limit myself to the previous details of structure, as various changes in the modifications thereof may be made without materially affecting the gist of the invention. I consider all such changes and modifications as within the scope and spirit of the present invention.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with the draw-sills of a car, of draw-timbers formed with projecting pins to engage recesses in the sills, supporting-straps secured to the draw-timbers and terminally secured to the car-bolsters, and truss-rods supported from the draw-sills and medially connecting with the supporting-straps.

2. The combination with a car having draw-sills, of draw-timbers connected therewith, supporting-straps terminally secured to the car-bolster and underlying the draw-timbers, and means connecting said supporting-straps with the car-sills, said straps and draw-timbers being formed with a plurality of cooperating shoulders.

3. The combination with the draw-sills of a car, of draw-timbers connected with the draw-sills, supporting-straps underlying said draw-timbers, and terminally secured to the

car-bolster, cross-straps uniting the supporting-straps of the respective draw-timbers, and truss-rods supported by the car-sills and engaging said cross-straps.

4. The combination with the draw-sills of a car, of draw-timbers connected with the draw-sills, supporting-straps underlying said draw-timbers, and terminally secured to the car-bolster, cross-straps uniting the supporting-straps of the respective draw-timbers, a hanger-strap supported by the draw-sills and terminally formed with hooks, truss-rods supported in said hooks and terminally engaging the cross-straps.

5. The combination with the draw-sills of a car, of draw-timbers connected with the draw-sills, supporting-straps underlying said draw-timbers, and terminally secured to the car-bolster, cross-straps uniting the supporting-straps of the respective draw-timbers, a hanger-strap supported by the draw-sills and formed with terminal hooks, truss-rods centrally supported in said hooks, the ends of said rods being threaded and passed through openings in the terminals of the cross-straps, and nuts to engage said threaded ends of the truss-rods beyond the cross-straps.

6. The combination with a car having draw-sills, of draw-timbers, cross-straps underlying said timbers and formed with offsets to prevent lateral movement of the timbers, and means adjustably connecting said cross-straps with the car-sills.

7. The combination with a car having draw-sills, of draw-timbers, cross-straps arranged beneath said timbers and formed with offsets to engage the timbers, and truss-rods connected with the car-sills and with said cross-straps.

In testimony whereof I affix my signature in presence of two witnesses.

PINKNEY H. RASPBERRY.

Witnesses:

J. H. WARD,

L. V. LUGUIRE.