

No. 844,897.

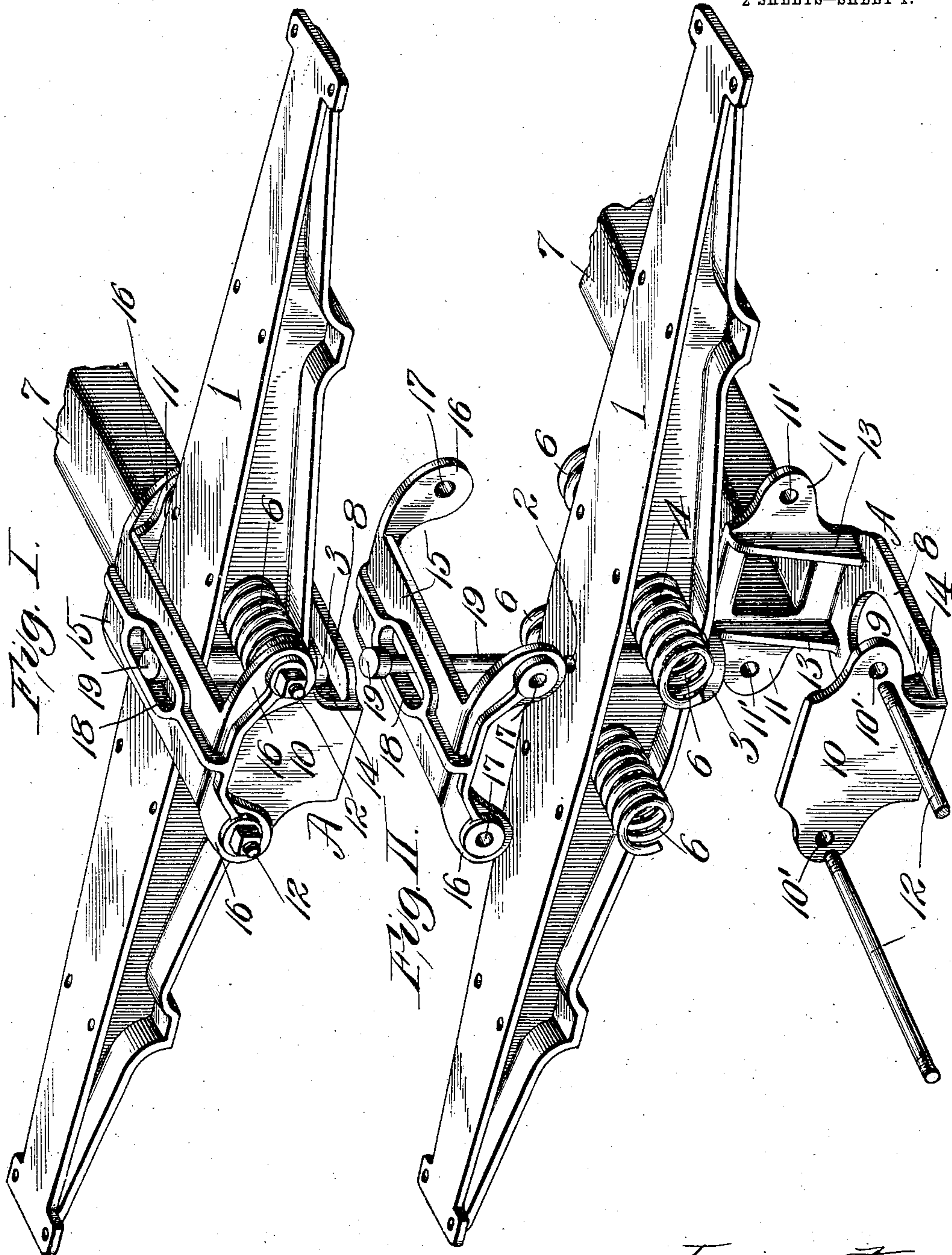
PATENTED FEB. 19, 1907.

W. H. SCOTT.

SEPARABLE DRAFT RIGGING AND BODY BOLSTER.

APPLICATION FILED SEPT. 21, 1906.

2 SHEETS—SHEET 1.



Attest:

Blanche Horgan.
E. J. Knight

Inventor:
Wm. H. Scott,
by Geo. H. Knight, atty.

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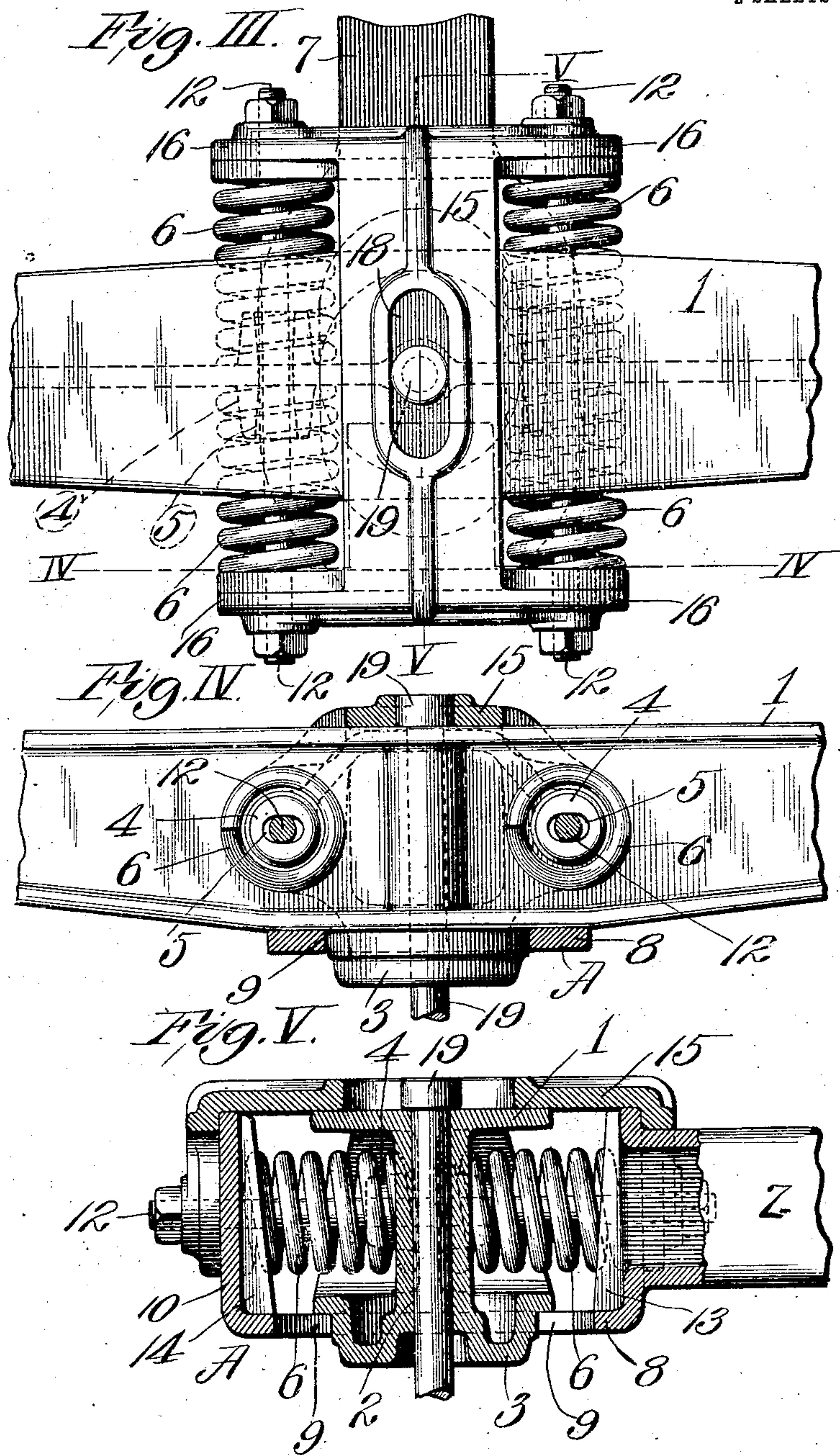
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UNITED STATES PATENT OFFICE.

WILLIAM H. SCOTT, OF MAPLEWOOD, MISSOURI, ASSIGNOR, BY MESNE ASSIGNMENTS, TO DONALD R. NIEDERLANDER.

SEPARABLE DRAFT-RIGGING AND BODY-BOLSTER.

No. 844,897.

Specification of Letters Patent.

Patented Feb. 19, 1907.

Application filed September 21, 1906. Serial No. 335,591.

To all whom it may concern:

Be it known that I, WILLIAM H. SCOTT, a citizen of the United States of America, residing in Maplewood, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Separable Draft-Riggings and Body-Bolsters, 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 separable draft-rigging and body-bolster so constructed that the draft-rigging may be detachably connected to the body-bolster in order that the entire rigging may be readily removed from the car without disturbing the bolster, thereby permitting ready renewal of the draft-rigging for repairs thereon.

Figure I is a perspective view of my combined draft-rigging and body-bolster in assembled condition. Fig. II is a perspective view of the rigging and bolster in separated condition. Fig. III is a top or plan view of the rigging and the central portion of the bolster. Fig. IV is in part a front elevation of the bolster and in part a vertical cross-section of the rigging, taken approximately on line IV IV, Fig. III. Fig. V is a longitudinal section taken through the rigging on line V V, Fig. III.

1 designates a body-bolster, which may be of any desired form in so far as its general contour is concerned. The bolster shown is of I form in cross-section. At the center of the bolster is a king-bolt hole 2, and at the bottom of the bolster and surrounding the king-bolt hole in a center bearing 3. Projecting from the web of the bolster at each side thereof are bosses 4, and extending through these bosses and the bolster-web are bolt-holes 5, which are preferably elongated in a horizontal direction in the bosses, as seen in Fig. IV. The bosses serve as supporting members for buffer-springs 6, that are located at each side of the bolster.

7 designates a draw-bar that is adapted to carry at its outer or forward end a car-coupling. At the rear end of the draw-bar and forming an integral part thereof is a yoke A. This yoke comprises a ledge 8, located at the bottom of the draw-bar and provided with an elongated opening 9, extending longitudinally thereof, a rear vertical wall 10, ex-

tending from the rear end of said ledge, and a pair of ears 11, extending laterally from the rear end of the draw-bar. The vertical wall 10 is provided with bolt-holes 10', and the ears 11 are provided with bolt-holes 11', that are disposed in alinement with the bolt-holes in said wall.

12 are bolts that are positioned in the vertical yoke wall and ears and which pass through the web of the bolster 1 and the bosses 4 carried thereby. The parts of the yoke A are preferably strengthened by reinforcing-ribs 13 and 14, joined, respectively, to the ledge of the yoke and the rear end of the draw-bar and to said ledge and the vertical wall 10.

15 designates a cap that fits over the bolster 1 and is provided with arms 16, that contain bolt-holes 17, adapted to receive the bolts 12 when the cap is applied to the yoke of the rigging. In the center of the cap is an elongated opening 18, the greatest length of which extends longitudinally of the draw-bar yoke. The opening 18 is of sufficient transverse dimension to receive the head of the king-bolt 19, which serves to connect the body-bolster to the truck-bolster beneath it in the usual manner.

In assembling my combined draft-rigging and bolster the rigging is applied to the bolster after said bolster has been bolted or otherwise attached to the car-body and in the following manner: The parts being in the separated condition illustrated in Fig. II, the draw-bar is elevated to the bolster in a position to cause the bolster to enter into the yoke A carried by said bar, and the buffer-springs 6 having been applied to the bosses 4 of the bolster are seated against the vertical yoke-wall 10 and the yoke-ears 11. The yoke A is raised until the center bearing 3 of the bolster passes through the elongated opening 9 in the ledge of the yoke and in which it is to play. The cap 15 is then put in a position straddling the front and rear portions of the yoke A, so that the bolt-holes in the arms of said cap register with the bolt-holes in the forward and rear parts of the yoke, and the bolts 12 are passed through the bolt-holes in the cap-arms, the forward and rear portions of the yoke, and through the bolt-holes 5 in the bolster. Suitable nuts are then applied to the bolts 12, whereby the bolts are held in place. It will be readily un-

derstood that when the draft-rigging is to be replaced by another draft-rigging or to be repaired it may be disconnected from the bolster with readiness by withdrawing the bolts 12, which will permit the disconnection of all parts of the rigging.

I claim—

1. The combination with a body-bolster, of a draft-bar having as an integral part thereof a pocket portion adapted to embrace said bolster, substantially as set forth.

2. The combination with a body-bolster, of a draft-bar provided with a yoke integral therewith to receive said bolster, substantially as set forth.

3. The combination with a body-bolster, of a draft-bar provided with a yoke integral therewith, and means for connecting said draft-bar to said bolster, substantially as set forth.

4. The combination with a body-bolster, of a draft-bar provided with a yoke integral therewith, and means for connecting said yoke to said bolster, substantially as set forth.

5. The combination with a body-bolster, of a draft-bar provided with a yoke portion adapted to receive said bolster, a cap fitted to said yoke portion, and means for connecting said cap to said yoke portion, substantially as set forth.

6. The combination with a body-bolster, of a draft-bar provided with a yoke portion adapted to receive said bolster, a cap fitted

to said yoke portion, and means for connecting said cap to said yoke portion; said connecting means extending through said bolster, substantially as set forth.

7. The combination with a body-bolster, of a draft-bar having a yoke portion to receive said bolster, and connecting-bolts extending through said yoke portion and bolster, substantially as set forth.

8. The combination with a body-bolster, of a draft-bar having a yoke portion to receive said bolster, a cap fitting over said bolster, and connecting-bolts extending through said yoke portion, bolster and cap, substantially as set forth.

9. The combination with a body-bolster, of a draft-bar having a yoke portion integral therewith to receive said bolster, buffer-springs located between the sides of said bolster and the ends of said yoke portion, and means for supporting said draft-bar, substantially as set forth.

10. The combination with a body-bolster provided at its sides with bosses, of a draft-bar having as an integral part thereof a yoke portion to receive said bolster, buffer-springs located around said bosses and between the sides of said bolster and the ends of said yoke portion, and means for supporting said draft-bar, substantially as set forth.

WILLIAM H. SCOTT.

In presence of—

BLANCHE HOGAN,

NELLIE V. ALEXANDER.