

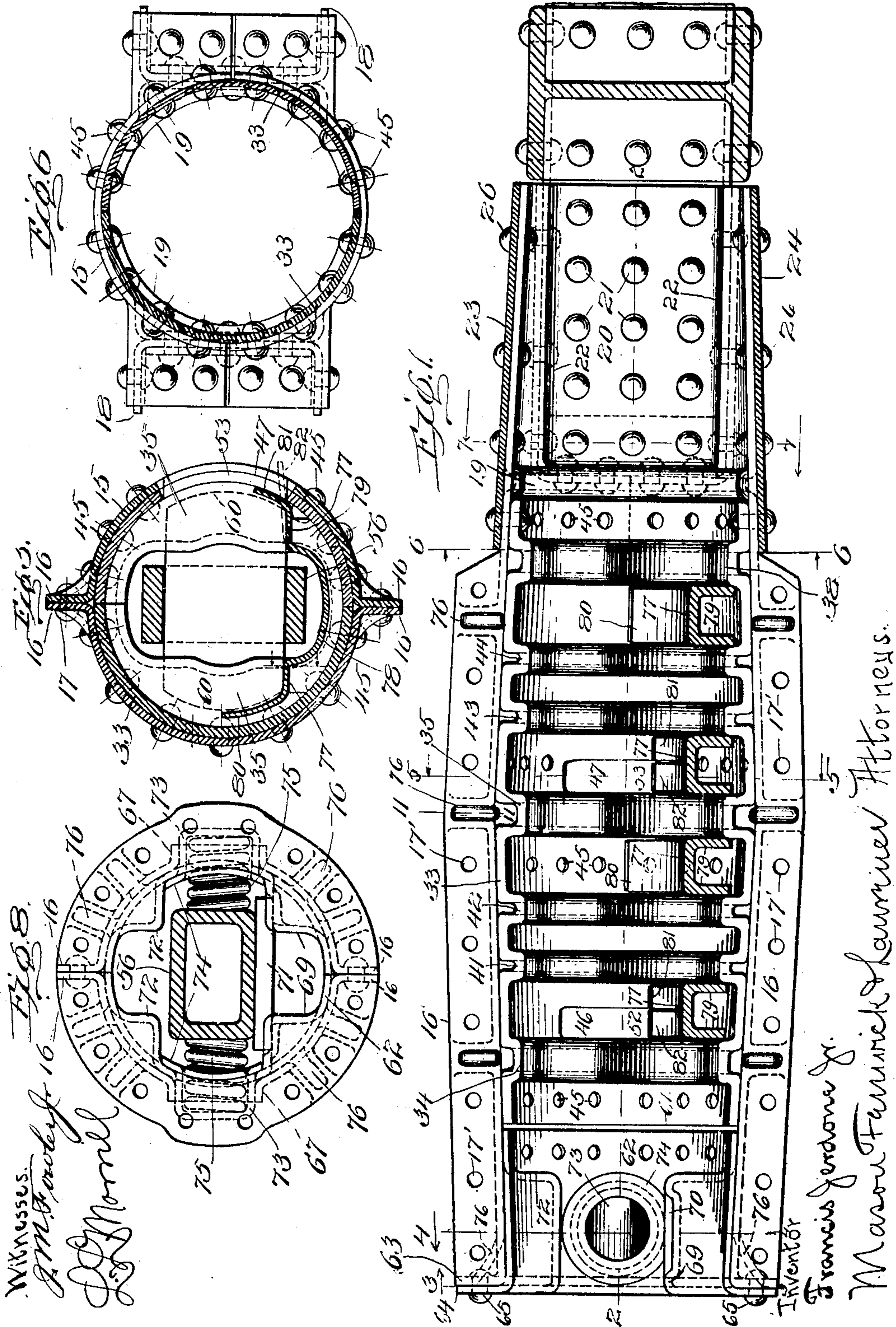
No. 887,330.

PATENTED MAY 12, 1908.

F. JERDONE, JR.
DRAFT RIGGING.

APPLICATION FILED FEB. 23, 1907.

3 SHEETS—SHEET 1.



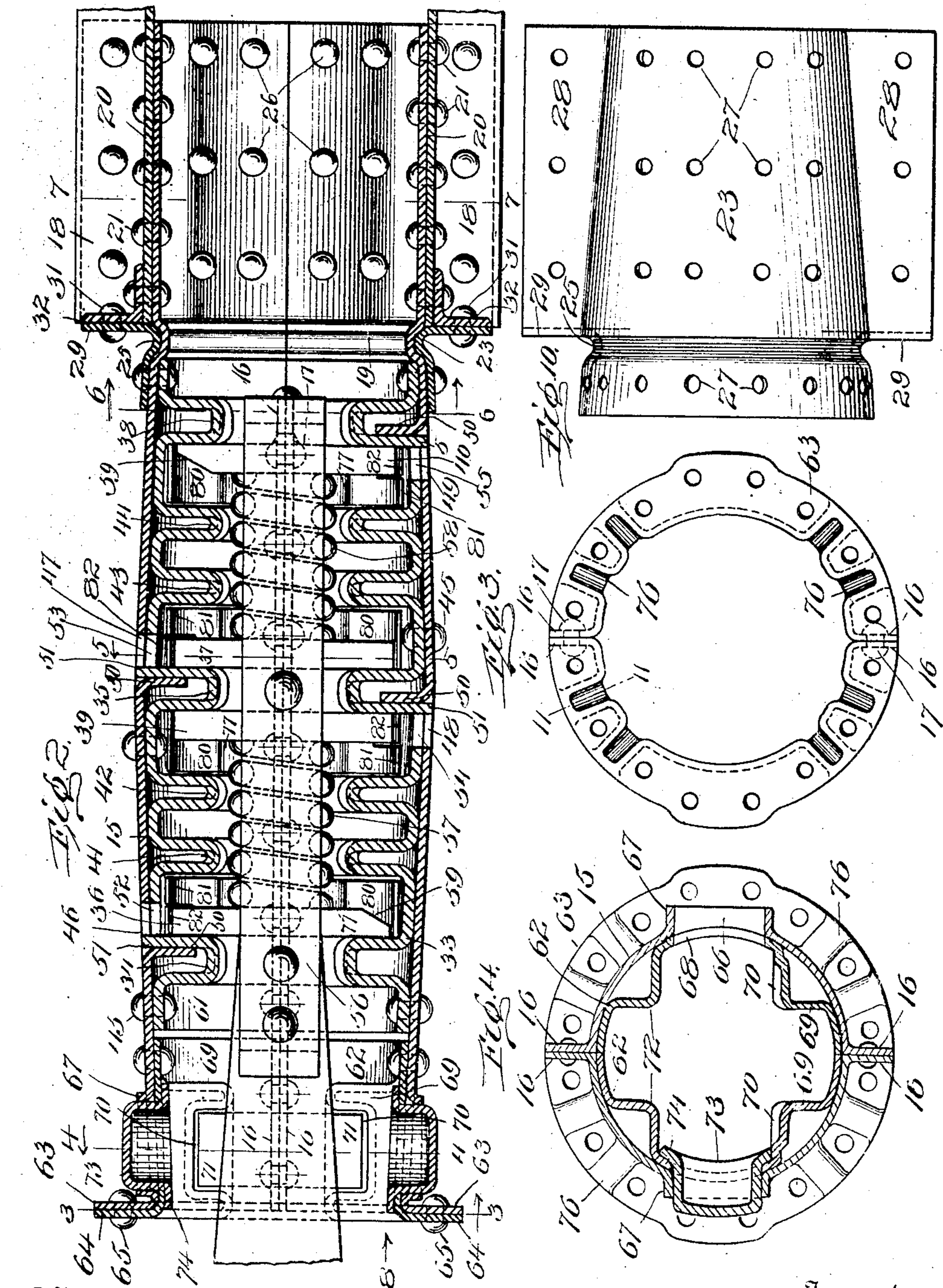
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3 SHEETS—SHEET 2.



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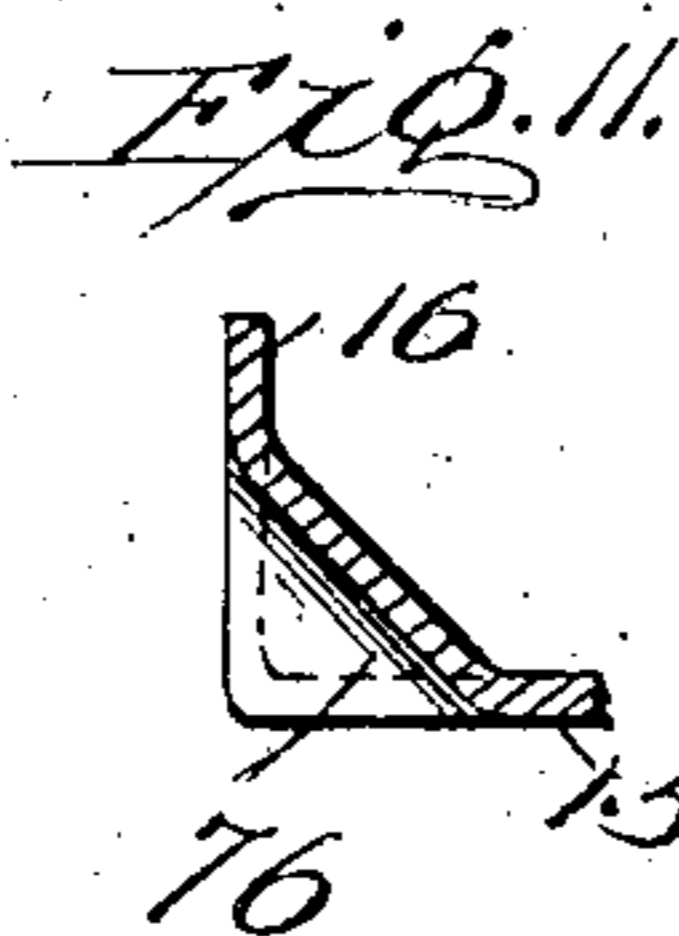
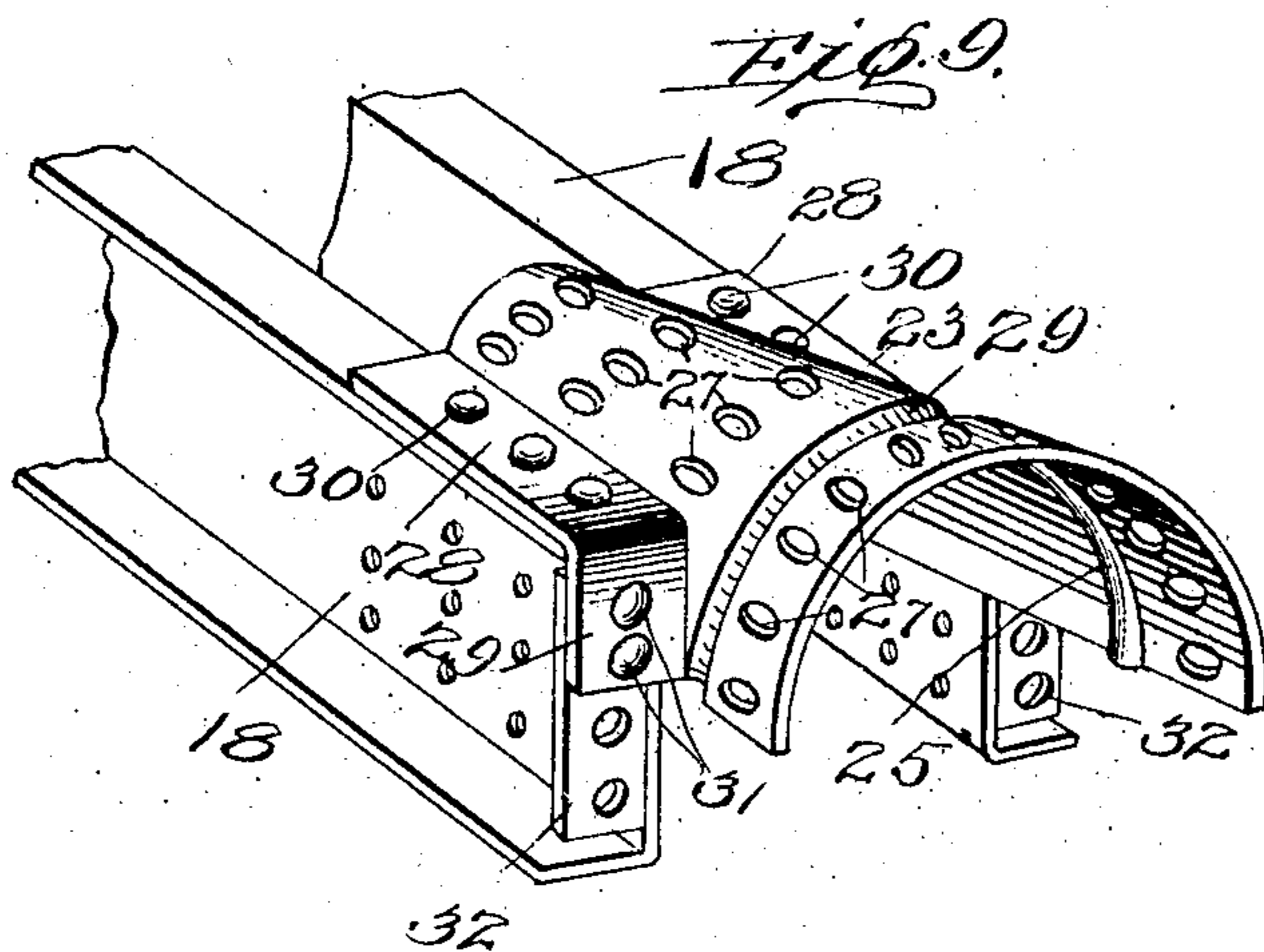
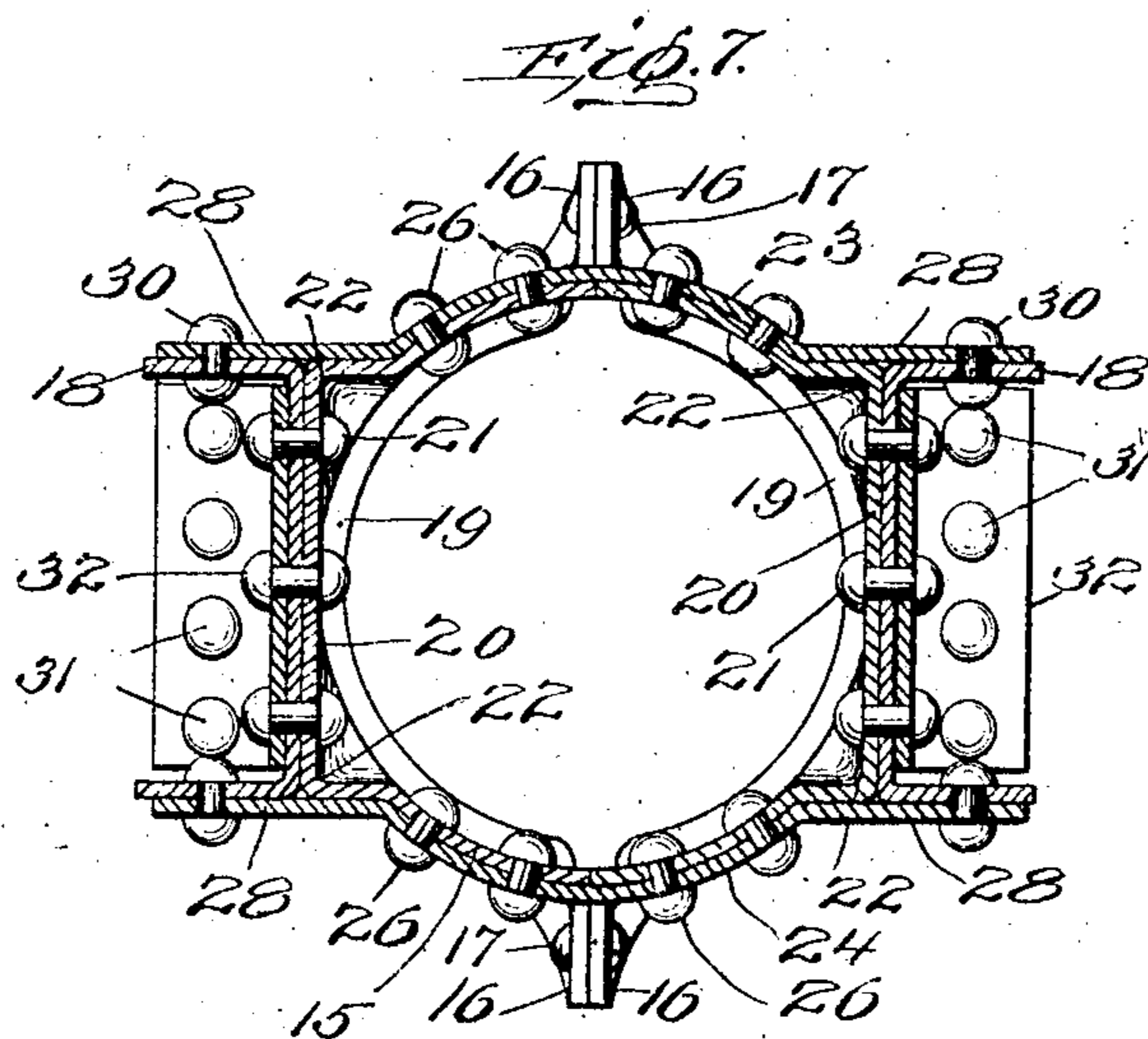
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3 SHEETS—SHEET 3.



Witnesses

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UNITED STATES PATENT OFFICE.

FRANCIS JERDONE, JR., OF ORANGE, VIRGINIA.

DRAFT-RIGGING.

No. 887,330.

Specification of Letters Patent.

Patented May 12, 1908.

Application filed February 23, 1907. Serial No. 358,872.

To all whom it may concern:

Be it known that I, FRANCIS JERDONE, JR., a citizen of the United States, residing at Orange, in the county of Orange and State of Virginia, have invented certain new and useful Improvements in Draft-Riggings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to draft riggings, and has for an object to provide a draft rigging embodying the maximum strength and rigidity, with a minimum cost of production.

A further object of the invention is to provide a draft rigging embodying an inclosing barrel stamped from sheet metal.

A further object of the invention is to provide a barrel container stamped from sheet metal preferably in segments and with improved means for securing the segments together and in operative position upon the car structure.

A further object of the invention is to provide a barrel container with an inner shell secured therein and provided with ribs adapted to form stops for the usual follower plates.

A further object of the invention is to provide in a draft rigging a barrel container stamped from sheet metal with an inner shell secured within the barrel and composed of sheet material stamped to form ribs positioned to act as stops for the usual and ordinary follower plates.

A further object of the invention is to provide in a draft rigging a barrel container approximately circular in cross section and with improved gussets for securing the barrel container to the draft sills of the under framing.

A further object of the invention is to provide in a draft rigging a barrel container having openings formed in its opposite sides adjacent the outer end and with pockets stamped from sheet material and inserted within the openings and forming means for receiving and positioning springs to bear upon the sides of the draw bar.

A further object of the invention is to provide in a draft rigging, a container having circumferential ribs formed upon its inner surface, improved means for supporting and guiding the follower plates, which said supporting and guiding means are removable from the structure.

A further object of the invention is to provide a stamped pocket in an end liner to carry a bar for supporting the coupler and the said end liner also having stamped shoulders to prevent the upward movement of the coupler.

A further object of the invention is to provide an end liner with an outward circular flange to engage with and stiffen or strengthen the end flange of the barrel container.

With these and other objects in view, the invention comprises certain novel constructions, combinations and arrangements of parts, as will be hereinafter fully described and claimed.

In the drawings:—Figure 1 is a view of one of the halves of the improved draft rigging forming the subject-matter of this invention. Fig. 2 is a horizontal, sectional view through the two halves and taken on line 2—2 of Fig. 1. Fig. 3 is a view of the barrel container in end elevation as on line 3—3 of Figs. 1 and 2. Fig. 4 is a transverse, sectional view adjacent the outer end of the barrel container taken on line 4—4 of Figs. 1 and 2, with one of the spring pockets removed. Fig. 5 is a transverse, sectional view through the body of the barrel container as taken on line 5—5 of Figs. 1 and 2. Fig. 6 is a transverse, sectional view through the inner end of the barrel container and taken on line 6—6 of Figs. 1 and 2. Fig. 7 is a transverse, sectional view through the gusset and connecting means as on line 7—7 of Figs. 1 and 2. Fig. 8 is a view of the outer end of the draft rigging as along arrow 8 of Fig. 2. Fig. 9 is a perspective view showing the ends of the draft sills with one of the gussets secured thereto by means of which the container is rigidly connected with the sills. Fig. 10 is a top plan view of the gusset shown at Fig. 9. Fig. 11 is a detail, sectional view through the stiffening ribs as upon lines 11—11 of Figs. 1 and 3.

Like characters of reference designate corresponding parts throughout the several views.

The draft rigging forming the subject-matter of this application comprises broadly a barrel container with inner ribs circumferentially disposed similar to the draft rigging shown and described in the patent issued to this applicant, January 8, 1907, No. 841,017. It is designed, however, to embody features permitting of greater economy in construction and greater strength and re-

sisting power than shown and embodied in the said patent, pursuant to which, in the present instance, the outer barrel container 15 is preferably stamped from sheet metal in halves, as shown in the several figures having flanges 16 disposed to meet and rigidly secure the halves together along diametrical lines in any approved manner as by means of rivets 17 inserted through openings 17' formed in said flanges.

The barrel container 15 is secured to the car structure in any approved manner dependent upon the under framing and is here shown as adapted for connection with spaced center sills constructed of channel iron as the sills 18 extending longitudinally of the car. At a point adjacent the ends of the sills the barrel is provided with an inwardly stamped rib 19 and is then pressed outwardly as indicated particularly in Figs. 1 and 7 to present flat sides or portions 20 proportioned to extend along and in contact with the web of the sills 18 to which it is rigidly secured by means of rivets 21 or in any approved manner. To permit the pressing outward of the side 20 shoulders or corners 22 are produced externally corresponding substantially in width to the width of the channel iron forming the sills so that the top and bottom portions of the container adjacent the shoulders 22 form practically a continuation of the outer surface of the flanges of the channel iron 18, as shown particularly in Fig. 7.

To further rigidly secure the barrel container upon the channel irons 18 gussets 23 and 24 are provided, one of which, as 23, is shown in perspective at Fig. 9. The gussets 23 and 24 are provided with an inwardly struck rib 25 proportioned and positioned to fit within the groove forming the rib 19 and is preferably tapered as shown particularly in Figs. 1, 9 and 10, to form a continuation of the taper of the barrel. The gussets 23 and 24 are rigidly secured to the barrel container by means of rivets 26 inserted through openings 27 in the gusset. Upon opposite sides the gussets 23 and 24 are provided with wings 28 engaging the upper and lower outer surfaces, respectively, of the outer and lower flanges of the sills 18 and stamped with downwardly-stamped portions 29, the wings 28 being secured to the flanges by means of rivets 30 and the downwardly-stamped portions 29 by means of rivets 31 inserted through angle irons 32 rigidly secured to and adjacent the ends of the sills 18. By this means of attachment it will be noted that the entire strain exerted upon the barrel container is transmitted to the gusset partly by the rivets and partly by the groove formed by the rib 19 and intergeared with the rib 25 formed in the gusset plate. While it will be found desirable to connect the improved draft rigging to spaced center sills in this manner, it will be understood that the de-

vice is applicable to attachment to other forms of draft sills by other well known means.

Within the barrel container 15 is secured an inner shell designated as a whole by 33 which said inner shell is stamped to produce ribs projected inwardly within the inner shell and barrel container as a rib 34 is produced adjacent the outer end of the shell 33 and a rib substantially similar designated as 35 intermediate the ends. The ribs 34 and 35 act respectively as stops for the follower plates 36 and 37 under draft strain while a rib 38 is provided adjacent the inner end of the shell 33 which together with the rib 35 form stops for the follower plates 39 and 40 under buffing strain. Ribs 41, 42, 43 and 44 are also provided spaced apart from each other and between and away from the ribs 34, 35 and 38, to act to engage and limit the movement of the several follower plates 36, 37, 39 and 40. It will be noted that the several ribs above described as being formed upon the inner shell are produced by the formation of corresponding grooves in the outer surface of the inner shell whereby the material of the shell is substantially corrugated circumferentially, the said corrugations, however, not being regularly formed as circumferences.

The inner shell 34 is secured within the barrel container 15 in any approved manner as by the rivets 45 and abutting the rib 19 and by the auxiliary strengthening means formed in association with the side openings. The side openings consist of openings 46 and 47 produced in one side of the barrel container and similar openings 48 and 49 formed in the opposite sides of the container, the said openings 46 and 47 being positioned to permit the insertion therethrough of follower plates 36 and 37 while the openings 48 and 49 are positioned to permit the insertion therethrough of follower plates 39 and 40. The material struck from the several openings 46, 47, 48 and 49 is turned backwardly and inwardly as at 50 to form stops against which abut tongues 51 cut from openings 52, 53, 54 and 55 in the inner shell, which said openings correspond and register respectively with openings 46, 47, 48 and 49 in the outer shell.

The follower plates 36, 37, 39 and 40 are substantially the usual and ordinary follower plates employed with a yoke shown conventionally at 56 and disposed at opposite ends of draft and buffer springs 57 and 58. As the follower plates are to be inserted through the openings in the sides of the barrel container and the inner shell after the draft and buffer springs 57 and 58 are positioned within the yoke 56, it is found desirable to form at least two of the follower plates with tapered edges, as shown at 59, to facilitate the insertion of the said follower plates against

the resistance of frictional engagement by the said springs. As the interior of the barrel container and inner shell are constructed generally on circular lines, it is found preferable to form the opposite ends of the follower plates curved as shown particularly at 60 in Fig. 5.

The inner shell 33 may continue entirely to the outer end of the barrel container but preferably stops short as at 61, and an independent end liner or member 62 inserted within the end of the barrel container. The outer end of the barrel container is flanged outwardly as at 63 and the end liner 62 is provided with a flange 64 in engagement with the flange 63 and preferably connected therewith as by the rivet 65. Adjacent the outer end the barrel container is provided with openings 66 formed by striking the material outwardly producing thereby a boss 67, and the inner member 62 provided with a registering opening 68. The members 62 are provided with shoulders 69 upstanding from the bottom of the barrel container and with recesses 70 formed within such shoulders positioned to receive and retain a cross bar 71, upon which the yoke or draw-bar 56 is supported. Shoulders 72 are also formed upon the members 62 struck inwardly from the upper side of the container and positioned to engage the upper side of the draw-bar 56 to limit undue upward movement thereof.

Within the openings 66 of the barrel container and 68 of the end liner 62, are disposed sockets or pockets 73 engaged and held in position by flanges 74 formed circumferentially about the said pockets the said flanges engaging the inner surface of the inner member 62, or in any other approved manner. Within the pockets 73 are disposed springs 75 engaging opposite sides of the draw bar 56 and serving to center the said draw bar.

For strengthening the several flanges as the flanges 16 and 63, brace ribs 76 are stamped in the flanges and adjacent parts, as shown particularly and most clearly in Figs. 1 3 and 11.

While for clearness of illustration the inner shell 33 and the end liner 62 are shown slightly spaced as at 61, it is to be understood that for the purposes of strength, the several members preferably abut so that any strain exerted upon either of said members is, therefore, transmitted to the other member and the strain of either equalized in both.

Within the inner shell is disposed a supporting member shown particularly in Figs. 1, 2 and 5, and comprising a structure pressed from sheet material having supporting surfaces 77 connected by a downwardly curved portion 78, permitting clearance for the yoke 56 and all formed with flanges 79 having their edges curved to and bear upon the inner surface of the shell 33 at the lower side and be-

tween the stop ribs. One of these supporting members is disposed to support each of the followers 36, 37, 39 and 40 and are consequently positioned respectively between the ribs 34 and 41, 42 and 35, 35 and 43, and 44 and 38.

Extending upwardly from the bearing surfaces 77 are guide strips 80 upon one side and tongues 81 and 82 upon the other side, the latter of which, 82, are opposite the several openings 52, 53, 54 and 55, and upon being inserted within the container and above the followers are inserted and positioned as shown in Fig. 5 and after the follower is inserted is bent upwardly to a position substantially co-incident with the tongue 81 as shown in said Fig. 5, so that the follower is maintained against accidental displacement.

It will be understood that with the device constructed in accordance with this invention, and as particularly shown in Fig. 2 the draft strain is carried by follower plates 36 and 37 upon ribs 34 and 35 and against springs 57 and 58, while the buffing strain is carried by follower plates 39 and 40 against ribs 35 and 38, and springs 57 and 58, as fully described in said Patent No. 841,017, above referred to, while the ribs 41, 42, 43 and 44 are employed to limit the movement of the said follower plates under draft and buffing strain and to receive and distribute the shocks incident to said draft and buffing, as described in co-pending application No. 352,236, filed Jan. 14, 1907.

What I claim is:—

1. In a draft rigging, a barrel container stamped from sheet metal, and embodying radially extending flanges, means to connect the flanges of the several segments rigidly together, means to connect the barrel container to a car structure, and means to engage a draw bar.

2. In a draft rigging, a barrel container, and ribs within the container comprising material pressed inwardly from the outside.

3. In a draft rigging, a containing structure, a member rigidly secured within the containing structure, and ribs formed upon and inwardly projecting from the inner member.

4. In a draft rigging, a containing structure, a member rigidly secured to the interior of the containing structure, and comprising sheet material stamped to produce inwardly extending ribs.

5. In a draft rigging, a containing structure, a member rigidly secured to the interior of the containing structure and embodying circumferential ribs inwardly projecting.

6. In a draft rigging, a draw bar, and means embracing the draw bar, said means being corrugated circumferentially forming inwardly extending engaging ribs.

7. In a draft rigging, a draw bar, and means embracing the draw bar, and com-

prising a member formed in segments and with engaging ribs pressed inwardly from the outer side of the member.

8. In a draft rigging, a yoke associated with a draw bar, followers carried by the yoke, and means embracing the draw bar and yoke and embodying ribs positioned to engage the follower and pressed inwardly from the outer side.

9. In a draft rigging, a barrel container, a draw bar, a yoke associated with the draw bar and disposed within the container, followers carried by the yoke, and a member constructed in segments disposed within the container, and embodying ribs positioned to engage the followers and pressed inwardly from the outer side.

10. In a draft rigging, a barrel container formed in segments, means adapted to rigidly connect the segments, a draw bar, a yoke associated with the draw bar, followers carried by the yoke and positioned within the container, and a member rigidly secured within the container and embodying ribs positioned to engage the follower, and pressed inwardly from the outer side.

11. In a draft rigging, a barrel container formed of malleable material, an inner shell disposed within the barrel and formed of malleable material, a tongue struck from the container and bent inwardly, a tongue struck from the inner shell and bent outwardly and abutting the tongue of the container, the portions of the said container and inner shell struck out leaving registering openings.

12. In a draft rigging, a container, a tongue struck from the container and bent inwardly, a shell disposed within the container and provided with ribs, a tongue struck from the shell and bent outwardly into engagement with the tongue of the container, the said portions struck from the container and shell leaving registering openings adjacent one of the ribs.

13. In a draft rigging, a container, a tongue struck from the container and bent inwardly, a shell provided with ribs disposed within the container, a tongue struck from the shell and bent outwardly into contact with the tongue of the container, the said portions struck out of the container and shell leaving registering openings adjacent one of the ribs, a yoke disposed within the shell, and a follower proportioned to be inserted through the registering openings into association with the yoke.

14. In a draft rigging, a container, tongues struck from opposite sides of the container and bent inwardly, a shell disposed within the container, and provided with circumferential ribs, tongues struck from the shell and bent outwardly into contact with the inwardly projected tongues of the container and leaving registering openings, a yoke disposed within the container, followers

proportioned to be inserted through the registering openings into association with the yoke and into engagement with the ribs.

15. In a draft rigging, a container provided with an opening, a stop projected inwardly from the casing adjacent the opening, a member disposed within the casing, and embodying ribs and with an opening registering with the opening in the casing, a stop member formed upon the shell and positioned to engage with the stop member of the casing, a yoke, and a follower proportioned to be inserted through the registering openings and into association with the yoke.

16. In a draft rigging, a container provided with an inwardly projecting stop member, and a lining member disposed within the container and provided with a stop member in engagement with the stop member of the container.

17. In a draft rigging, a barrel container, a stop member projected inwardly from the inner surface of the barrel container, a shell secured within the barrel container, a stop member projected outwardly from the shell and in engagement with the stop member of the barrel container, a yoke, and means forming connection between the shell and yoke.

18. In a draft rigging, a barrel container and a gusset rigidly secured to the barrel container and extending laterally into position for engagement with a car structure.

19. In a draft rigging, a tapered barrel container, and a gusset rigidly secured at one end of the container and extending laterally into position for engagement with a car structure.

20. In a draft rigging, a tapered barrel container, and a tapered gusset rigidly secured at one end of the container, and extending laterally into position for engagement with a car structure.

21. In a draft rigging, a tapered barrel container circular in cross section, and a tapered gusset provided with a curved portion conforming to the curvature of the barrel container and rigidly secured thereto, and with laterally projected portions positioned for engagement with a car structure.

22. In a draft rigging, a tapered barrel container provided with a groove in its outer surface, and a gusset having a rib proportioned to engage the groove of the container and rigidly secured thereto, and with oppositely and laterally extending portions positioned for engagement with a car structure.

23. In a draft rigging, a tapered barrel container provided with a circumferential groove, and a tapered gusset provided with an inwardly projected rib proportioned to engage within the groove of and rigidly secured upon the barrel container, and provided with laterally extending portions positioned for engagement with a car structure.

24. In a draft rigging, a container formed in segments, a flange formed upon one of the segments, and a bracing rib struck upwardly from the angle of meeting between the flange and the segment.

25. In a draft rigging, a barrel container, a flange formed upon the container, and a bracing rib stamped upwardly from the angle of meeting of the flange and segment, and disposed obliquely to both the flange and segment.

26. In a draft rigging, a container, a rib formed upon the inner side of the container, a shell disposed within the container and abutting the rib, and stop means carried by the shell.

27. In a draft rigging, a container, a rib formed upon the inner surface of the container, a shell disposed within and rigidly secured to the container and abutting the rib, and stop means carried by the shell.

28. In a draft rigging, a barrel container substantially circular in cross section, a rib formed upon the interior surface of the container, a shell disposed within the container and abutting the rib, and stop means carried by the shell.

29. In a draft rigging, a barrel container substantially circular in cross section, a rib formed upon the interior surface of the container, a shell disposed and rigidly secured within the container and abutting the rib, and stop means carried by the shell.

30. In a draft rigging, a container, a rib formed upon the interior surface of the container, a shell disposed within the container and abutting the rib, and inwardly projecting ribs carried by the shell.

31. In a draft rigging, a container, a rib formed upon the interior surface of the container, a shell disposed and rigidly secured within the container and abutting the rib, and ribs carried by the shell.

32. In a draft rigging, a barrel container substantially circular in cross section, a rib formed circumferentially upon the inner surface of the container, a shell disposed and rigidly secured within the container and abutting the rib, and ribs pressed inwardly from the outer surface of the shell.

33. In a draft rigging, a barrel container substantially circular in cross section, a rib formed circumferentially upon the inner surface of the container, a shell disposed within the container and rigidly secured thereto with one end abutting the rib, and circumferential ribs pressed inwardly from the outer side of the shell.

34. In a draft rigging, a container formed in segments, a rib formed upon the inner surface of the container, a shell formed in segments and disposed within the container, and abutting the rib, and stop means carried by the shell.

35. In a draft rigging, a barrel container

substantially circular in cross section, a rib formed upon the inner surface of the barrel container, a shell formed in segments and rigidly secured within the barrel container with one end abutting the rib, and circumferential stop ribs pressed inwardly from the outer side of the shell.

36. In a draft rigging, a container, a member formed in segments and secured within the outer end of the container, shoulders upstanding in the member, pockets formed in the shoulders, and a bar disposed within the pockets and extending transversely of the container.

37. In a draft rigging, a barrel container formed in segments, and a member formed in segments inserted and secured within the outer end of the container, shoulders pressed inwardly from the under side of the inner member, and provided with pockets, and a supporting bar disposed with its ends within the pockets, and extending transversely of the container.

38. In a draft rigging, a barrel container, a member composed of segments inserted within the outer end of the container, shoulders pressed upwardly from the under side of the member to form supports, and shoulders pressed downwardly from the upper side of the member positioned to limit undue upward movement of a draw bar.

39. In a draft rigging, a container provided with laterally projected openings adjacent its outer end, and spring engaging sockets removably inserted within the openings.

40. In a draft rigging, a container provided with lateral openings adjacent its forward end embraced by outwardly projected bosses, and spring receiving pockets removably inserted within the openings.

41. In a draft rigging, a container, a shell disposed within the container, laterally disposed openings formed in opposite sides of the shell adjacent the forward end of the container, and spring receiving sockets removably inserted within the openings of the shell.

42. In a draft rigging, a container provided with openings adjacent its forward end, a shell disposed within the container and provided with openings registering with the openings of the container, and spring receiving sockets removably inserted within the registering openings.

43. In a draft rigging, a container provided with openings adjacent its forward end, and spring receiving sockets formed with outwardly extended flanges and inserted within the openings with the flanges within the container.

44. In a draft rigging, a container provided with openings adjacent its forward end, a shell disposed within the container and provided with openings registering with the openings of the container, and spring re-

- ceiving sockets formed with outwardly projected flanges and inserted within the registering openings with the flanges in engagement with the inner surface of the shell.
- 5 45. In a draft rigging, a container provided with openings adjacent its forward end, encircled by laterally projected bosses, a shell disposed within the container and provided with openings registering with the
10 openings of the container, and spring receiving sockets formed with outwardly turned flanges and disposed within the openings with the flanges in engagement with the inner surface of the shell.
- 15 46. In a draft rigging, a container, a shell disposed within the container and carrying a stop means, and an end liner disposed within the outer end of the container.
- 20 47. In a draft rigging, a barrel container, a shell disposed within the barrel container and constructed in segments, stop means carried by the segments of the shell, and an end liner rigidly secured within the outer end of the container.
- 25 48. In a draft rigging, a barrel container constructed in segments, a shell disposed within the container and constructed in segments, stop means carried by the segments of the shell, an end liner disposed within the
30 outer end of the container, and limiting means carried by the end liner.
49. In a draft rigging, a container, a yoke disposed within the container, a draft spring carried by the yoke, and ribs disposed within
35 the container and positioned to support and guide the draft spring.
50. In a draft rigging, a container, a yoke disposed within the container, a draft spring carried by the yoke, and circumferential ribs
40 within the container positioned to support and guide the draft spring.
51. In a draft rigging, a container, a shell disposed within the container, a yoke disposed within the shell, and ribs formed upon
45 the inner side of the shell and positioned to support and guide the draft spring.
52. In a draft rigging, a container, a gusset connected with the container and proportioned for connection with a car structure.
- 50 53. In a draft rigging, a barrel container, a gusset secured to the container and proportioned for connection with a car structure.
54. In a draft rigging, a barrel container substantially circular in cross section, and a
55 gusset rigidly secured to the container and proportioned for connection with a car structure.
55. In a draft rigging, a container provided with a groove, and a gusset proportioned for attachment to a car structure and provided with a rib proportioned for engagement within the groove of the container.
- 60 56. In a draft rigging, a container provided with an opening in its side, and a yoke supporting member disposed within the container adjacent the opening and embodying a bendable portion.
57. In a draft rigging, a container provided with side openings proportioned to permit the insertion of followers, a follower
70 supporting member removably disposed within the container a follower disposed upon the support, and a yoke carried and supported by the follower.
58. In a draft rigging, a barrel container
75 provided with an opening in its side proportioned to permit the insertion of a follower, a support disposed within the container and comprising a bendable portion, a follower disposed upon the support, and a yoke carried and supported by the follower.
- 80 59. In a draft rigging, a container provided with a side opening, a supporting member disposed within the container adjacent the opening, a follower proportioned to be inserted through the opening, and to be supported upon the supporting member, and a malleable tongue formed upon the supporting member and adapted to be bent to retain the follower against displacement.
- 90 60. In a draft rigging, a barrel container formed in segments, means rigidly connecting the segments, and a lining member rigidly secured within the container.
- 95 61. In a draft rigging, a container substantially circular in cross section, and with an extended end having substantially parallel sides positioned for engagement with a car structure.
- 100 62. In a draft rigging, a container having parallel sides adapted for engagement with a car structure, and parallel portions substantially perpendicular to the parallel sides adapted for engagement with a gusset.
- 105 63. In a draft rigging, a container pressed to form shoulders interposed between substantially flat sides and portions substantially perpendicular to the sides.
- 110 64. In a draft rigging, a gusset provided with a laterally extended wing, and a downturned continuation of the said wing.
- 115 65. In a draft rigging, a gusset pressed to form a laterally extending wing and a downturned extension upon said wing adjacent the gusset.
- 120 66. In a draft rigging, a gusset provided with a laterally extended wing, and a downturned portion disposed substantially perpendicular to the plane of the wing.
- 125 67. In a draft rigging, a container, a shell disposed within the container, a gusset secured upon the outer surface of the container and means rigidly connecting the gusset, container and shell.
- 130 68. In a draft rigging, a container, a shell disposed within the container and provided with stop means, a gusset secured upon the outer surface of the container, and means rigidly connecting the gusset, container and shell.

69. In a draft rigging, a barrel container substantially circular in cross section, and a connecting member rigidly secured to the container and having laterally extending portions proportioned for connection with a car structure.

70. In a draft rigging, a barrel container substantially circular in cross section, and a connecting member conforming to the curvature of and rigidly secured to the container and having substantially parallel vertical sides and laterally extending portions proportioned for connection with a car structure.

71. In a draft rigging, a sill, a barrel container substantially circular in cross section, and a connecting member conforming to the curvature of and rigidly secured to the container and having substantially parallel vertical sides and laterally extending portions proportioned for connection with the sill.

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

FRANCIS JERDONE, JR.

Witnesses:

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L. L. MORRILL.