

No. 889,597.

PATENTED JUNE 2, 1908.

T. J. GANNON.

EMERGENCY BOLT FOR DRAFT TIMBERS OF RAILWAY FREIGHT CARS.

APPLICATION FILED APR. 15, 1907.

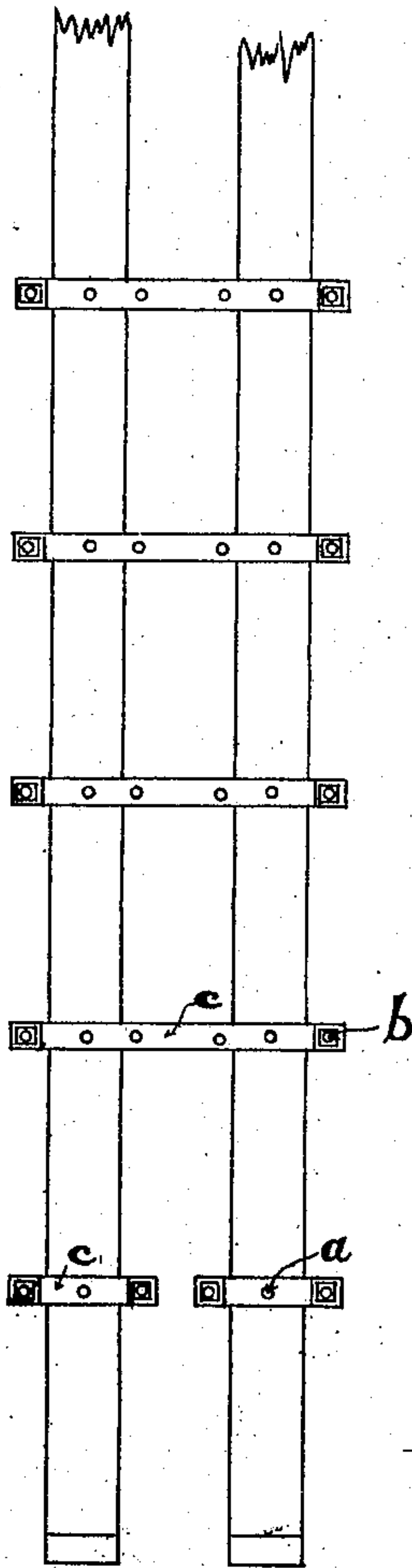


Fig. 1.

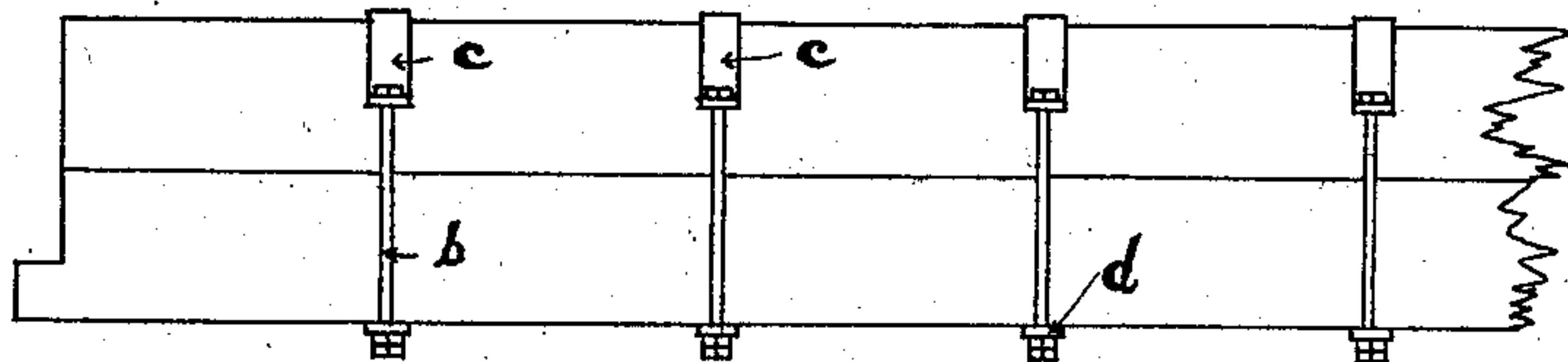


Fig. 2.

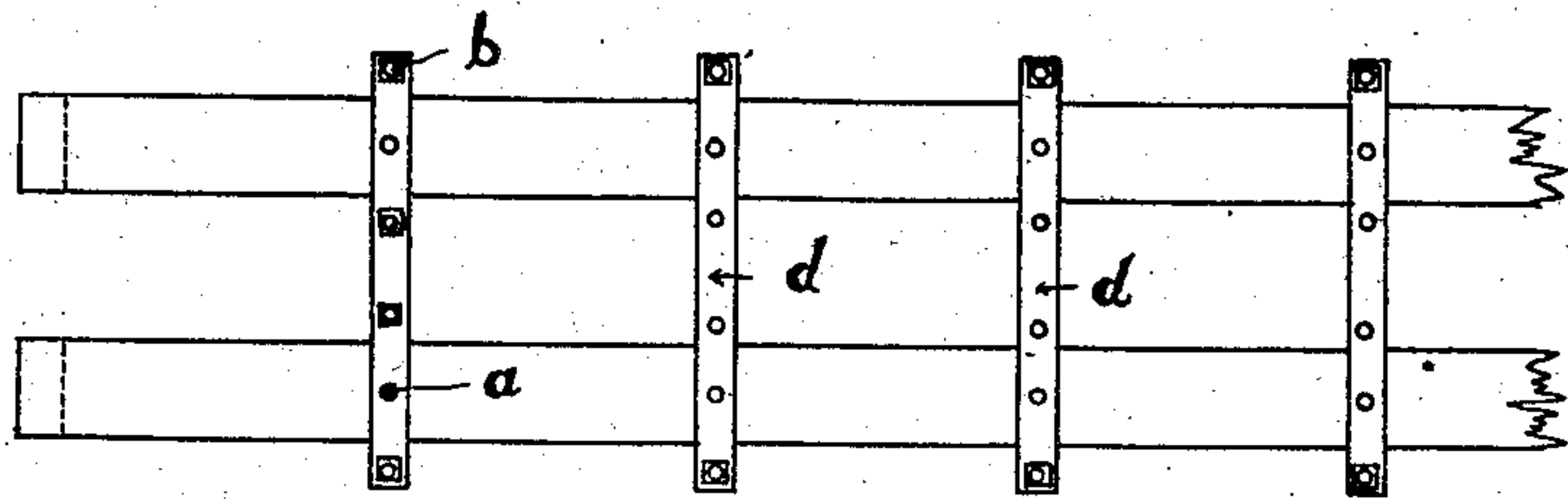


Fig. 3.

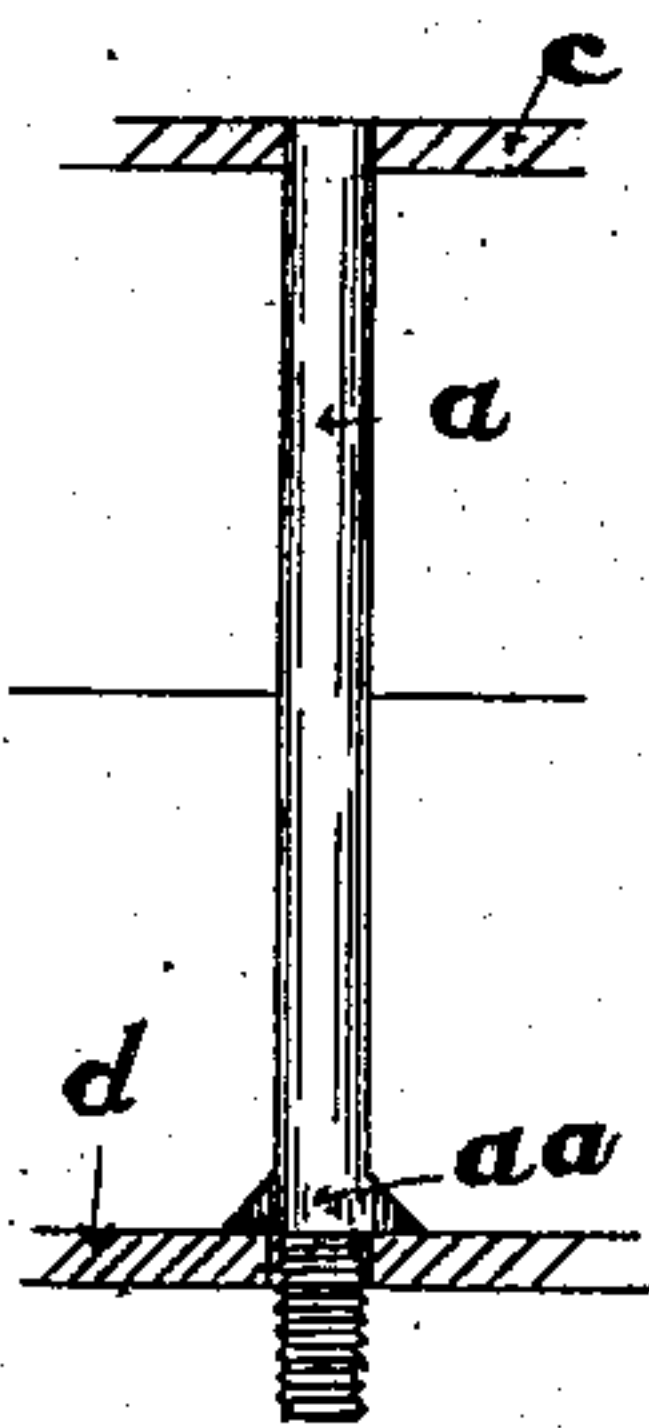


Fig. 5.

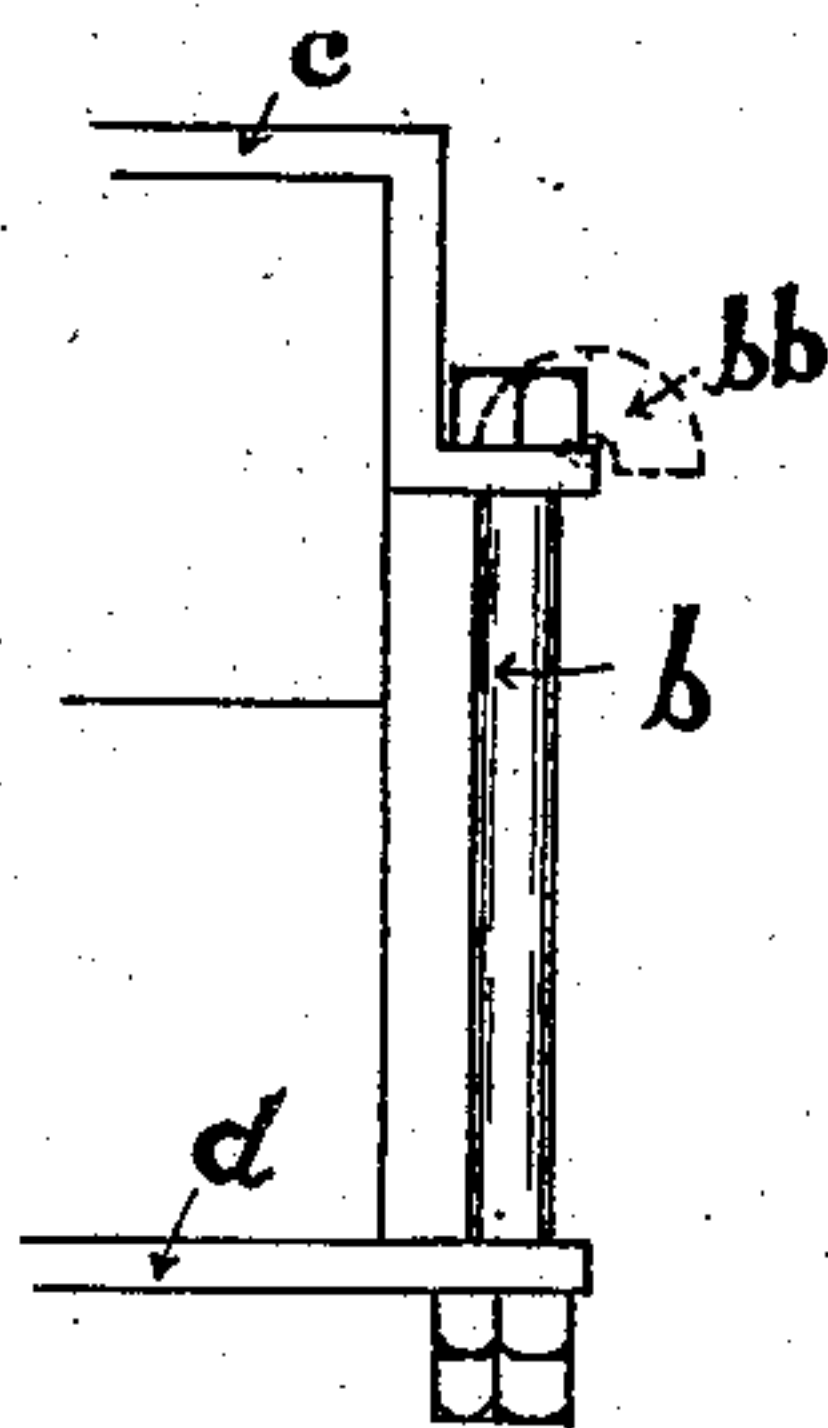


Fig. 6.

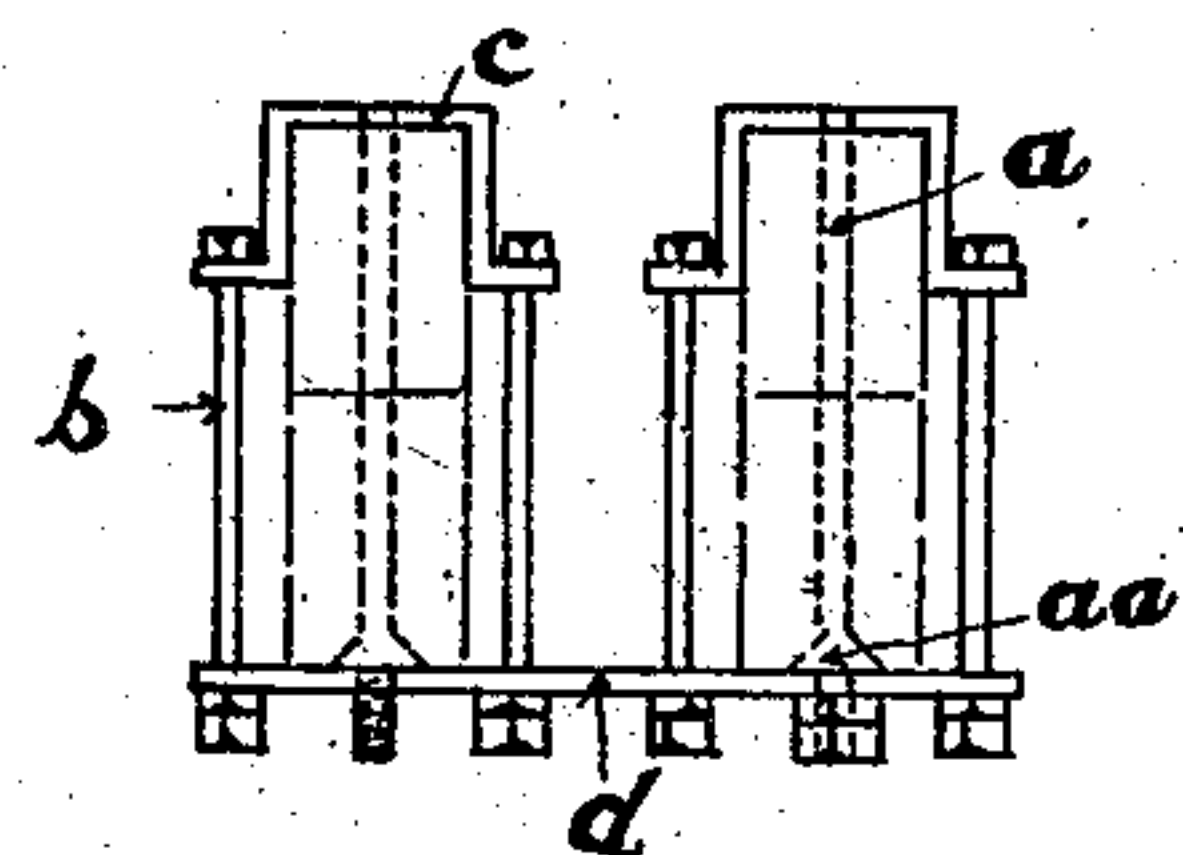


Fig. 4.

Witnesses.

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EMERGENCY-BOLT FOR DRAFT-TIMBERS OF RAILWAY FREIGHT-CARS.

No. 889,597.

Specification of Letters Patent.

Patented June 2, 1908.

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To all whom it may concern:

Be it known that I, THOMAS JOHN GANNON, a citizen of the United States, residing at Shawnee, in the county of Pottawatomie, Oklahoma, have invented a new and useful Emergency-Bolt for Draft-Timbers of a Railway Freight-Car.

My invention, relates to the aforesaid draft timber bolts.

I use so much of the sills and draft timbers of a car to better illustrate my device in the drawing.

I accomplish the object of repairing broken draft timber bolts in a loaded car without having to interfere with the contents of aforesaid car as the drawing and specifications will illustrate. Figure 1 is a plan view of two draft sills showing my device applied thereto. Fig. 2 is a side elevation showing a draft sill and timber broken away and with my device applied thereto. Fig. 3 is an inverted plan view of Fig. 2. Fig. 4 is an end view of parallel draft sills and draft timbers, showing my device applied thereto, two emergency bolts being shown partly in dotted lines. Fig. 5 is an enlarged detail view of one of the emergency bolts, portions of my device being shown in section. Fig. 6 is an enlarged detail view showing a reinforcing bolt and portions of a saddle and plate connected by said bolt, a slight modification in the form of the bolt being shown in dotted lines.

In applying my invention to a car, I employ an emergency bolt *a* which passes vertically through the draft and sill timbers and adjacent its lower end it is swelled thus forming a shoulder *aa* which seats itself in a suitable countersunk opening formed in the under face of the draft timber, and the upper end of the bolt engages the yoke of a metal saddle *c*, the lower portion of the bolt below the shoulder *aa* being threaded, projecting downwardly through a metal plate *d*, which extending portion is fitted with suitable nuts.

The saddle *c* may rest across only one sill or maybe lengthened so that one saddle will extend across two adjacent sills as shown in the drawings. The end portions of the saddle are bent outwardly and provided with eyes. The plates *d* are arranged parallel to and in alinement with the saddles *c*, and the plates are of sufficient length that their outer end portions will aline with the angled ends of the saddles and through these end portions of the plates *d* and the angled portions of the saddles are passed reinforcing bolts *b*. These bolts may be threaded and fitted with nuts at each end or if desired the upper end of each bolt *b* may be curved to form a hook *bb* which hook portion is in engagement with the angled portion of a saddle *c*, in which event nuts are placed upon the lower end portion only of the bolt.

What I claim is:—

A device of the kind described consisting of a metal saddle adapted to fit one or more draft sills, the said saddle having outwardly extending angled end portions, a metal plate arranged transversely beneath a draft timber and parallel to said saddle, the end portions of the plate projecting beyond the sides of the draft timber and registering with the angled portions of the saddle, straight bolts passing through the angled portions of the saddle and through the projecting end portions of the plate, nuts arranged upon the ends of said bolts, and an emergency bolt passing through the draft timber, the draft sill, the saddle yoke and the said plate, the said bolt having a shoulder formed adjacent its lower end, the said plate bearing against said shoulder, and a nut working upon the bolt upon the under side of said plate and opposite the shoulder.

THOMAS J. GANNON.

Witnesses:

W. M. WHITE,
CHARLES A. CLARK.