

S. B. HASELTINE.  
DRAFT RIGGING FOR RAILWAY CARS.  
APPLICATION FILED SEPT. 24, 1908.

911,874.

Patented Feb. 9, 1909.

2 SHEETS—SHEET 1.

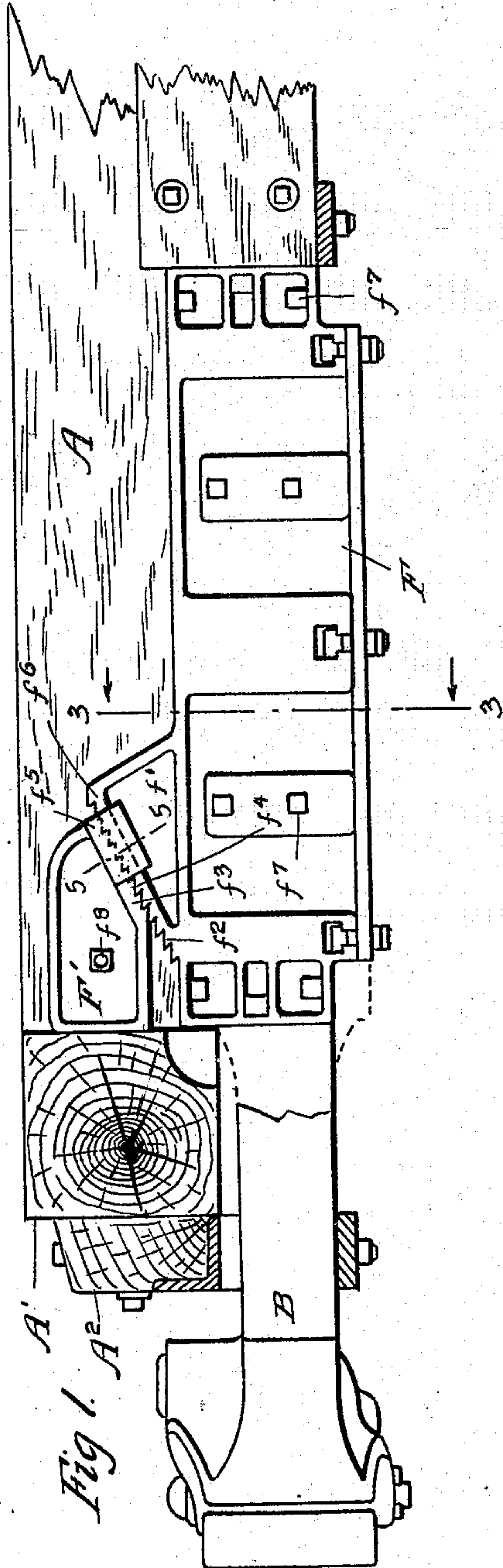


Fig. 1.

WITNESSES:

*F. B. Townsend*  
*W. M. Munday*

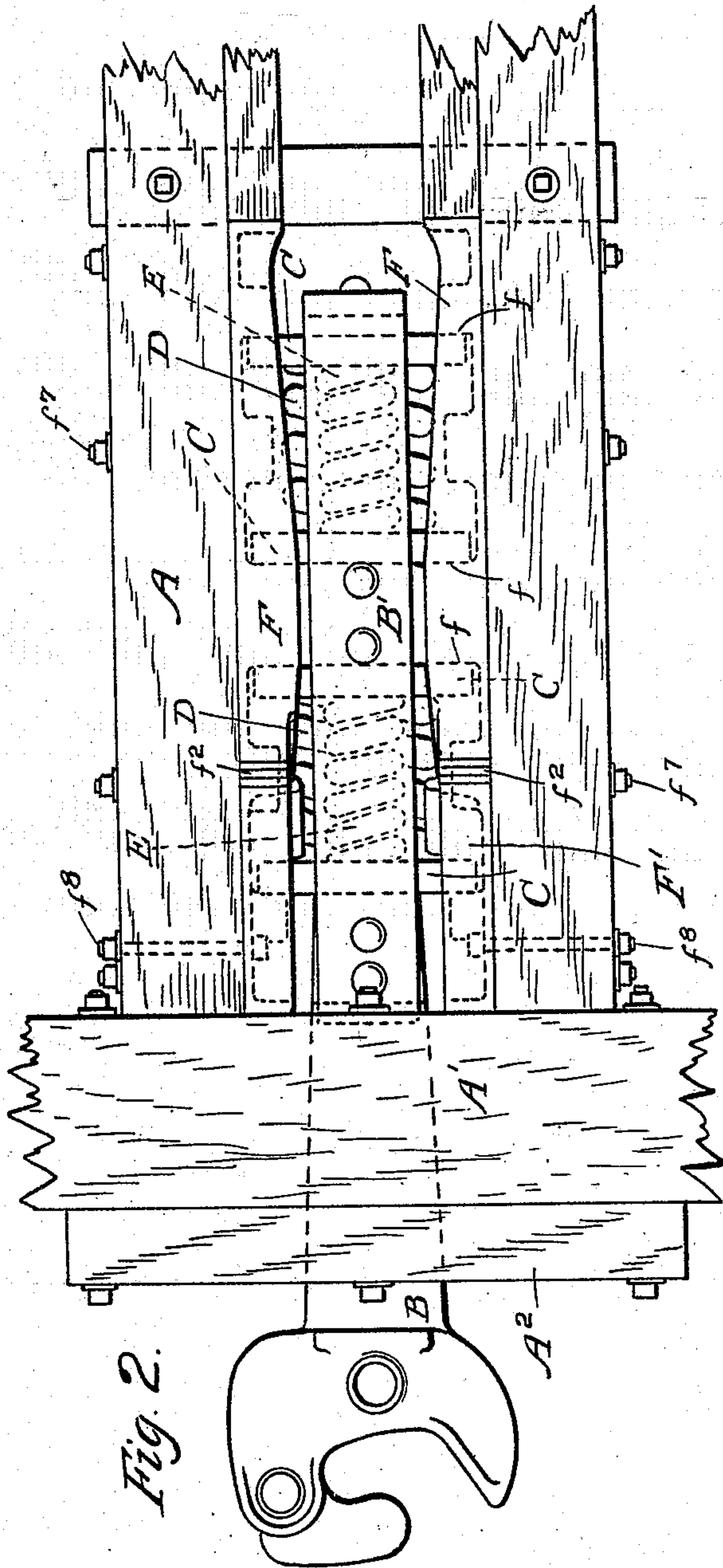


Fig. 2.

INVENTOR

*Stacy B. Haseltine*

BY

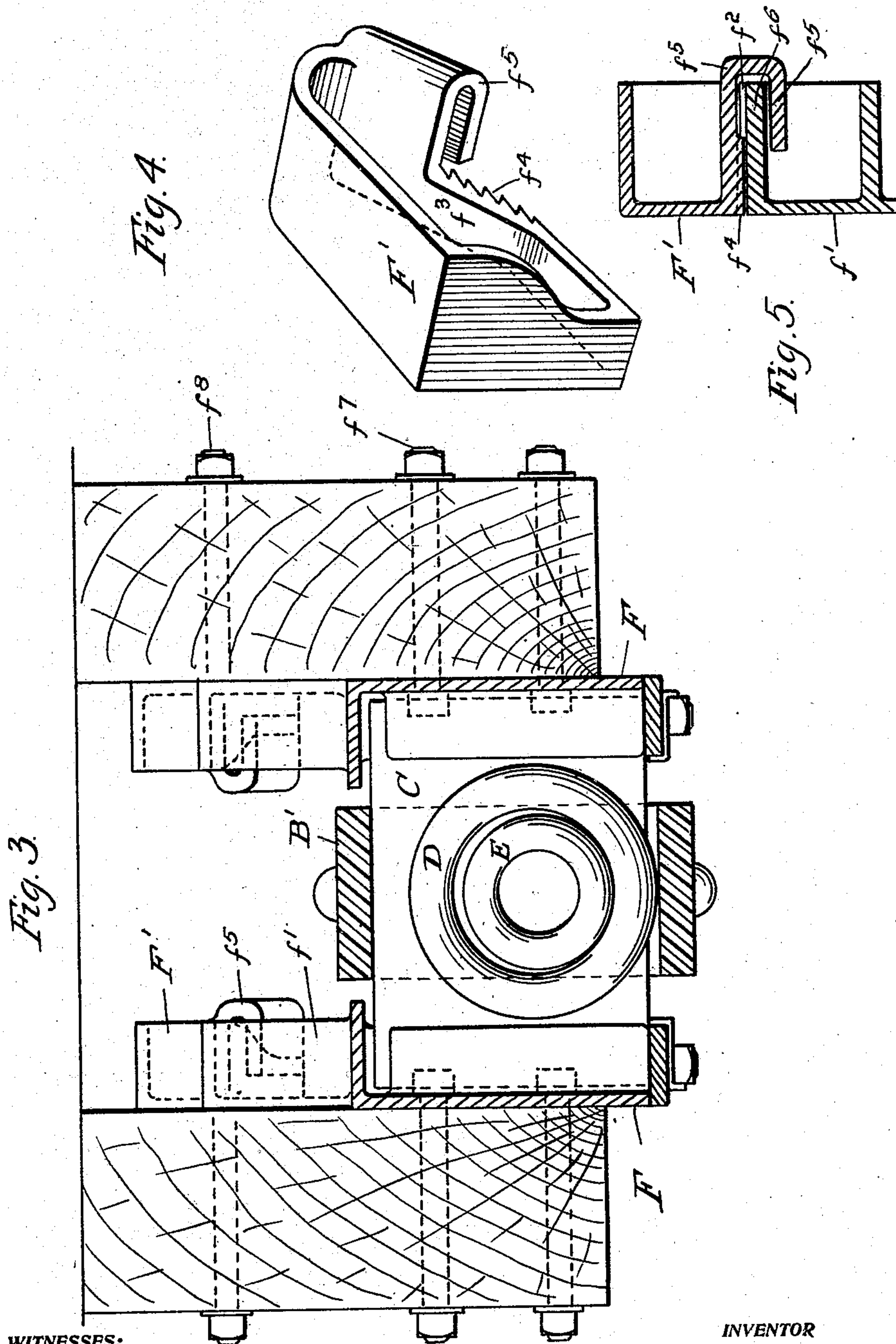
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HIS ATTORNEYS



# UNITED STATES PATENT OFFICE.

STACY B. HASELTINE, OF CHICAGO, ILLINOIS, ASSIGNOR TO W. H. MINER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

## DRAFT-RIGGING FOR RAILWAY-CARS.

No. 911,874.

Specification of Letters Patent.

Patented Feb. 9, 1909.

Application filed September 24, 1908. Serial No. 454,631.

*To all whom it may concern:*

Be it known that I, STACY B. HASELTINE, 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 the construction of the side plates or stop castings through which the draw-bar, followers and cushioning devices are coöperatively connected with the car frame.

My invention consists in providing the draft rigging side plates or stop castings with an adjustable horn or abutment member to engage the front or end sill of the car frame so that a snug and effective abutment may be at all times provided between the side plate or stop casting and the front or end sill of the car frame, notwithstanding shrinkage of the timbers or compression or wear of the same or other parts.

It further consists in the novel construction of parts and devices and in the novel combinations of parts and devices herein shown and described and more particularly specified in the claims.

In the accompanying drawing forming a part of this specification, Figure 1 is a side elevation partly in vertical longitudinal section of a draft rigging embodying my invention. Fig. 2 is a plan view. Fig. 3 is an enlarged cross section on line 3—3 of Fig. 1 and Fig. 4 is a detail perspective view of the detachable horn or abutment member of the side plate or stop casting which engages the front or end sill of the car. Fig. 5 is a detail section on line 5—5 of Fig. 1.

In the drawing, A represents the center sills, draft timbers or other members of the car frame to which the draft rigging is attached, and A<sup>1</sup> the front or end sill.

A<sup>2</sup> is the buffer block, B the draw-bar, B<sup>1</sup> the draw-bar strap or extension, C the followers, D, E the springs, preferably tandem arranged, F the side plates or stop castings and F<sup>1</sup> the detachable horn or abutment member with which the side plates or stop castings are provided for engagement or abutment against the end sill A<sup>1</sup>. The side plates or stop castings F are provided with the usual draft lugs or shoulders f for en-

gagement with the followers. The side plates or stop castings F are each provided near their front end with an integral upwardly projecting inclined member f<sup>1</sup>, furnished with adjusting notches f<sup>2</sup>. And the adjustable horn F<sup>1</sup> is provided on its lower inclined face f<sup>3</sup> with a series of adjusting notches or teeth f<sup>4</sup> for proper engagement with the corresponding notches or teeth f<sup>2</sup> of the inclined member f<sup>1</sup>. The adjustable abutment horn or member F<sup>1</sup> is further provided with a curved guide or lip f<sup>5</sup>, adapted to engage the edge f<sup>6</sup> of the inclined member or projection f<sup>1</sup> of the side plate or stop casting F to hold the adjustable horn F<sup>1</sup> in coöperative relation with the side plate or draft member F. The side plates or stop castings F are secured to the center sills or draft timbers of the car in the usual manner by bolts f<sup>7</sup> and the adjustable horns or abutment members F<sup>1</sup> are also preferably secured to the draft timbers or center sills by bolts f<sup>8</sup>.

I claim:—

1. In a draft rigging, the combination with the draw-bar, spring and followers, of draft members furnished with draft lugs for the followers to abut against, and provided with adjustable abutment members for engagement with the end sill of the car, substantially as specified.

2. In a draft rigging, the combination with the draw-bar, spring and followers, of draft members furnished with draft lugs for the followers to abut against, and provided with adjustable abutment members for engagement with the end sill of the car, said draft members and adjustable abutment members having interengaging notched faces, substantially as specified.

3. In a draft rigging, the combination with the draw-bar, spring and followers, of draft members furnished with draft lugs for the followers to abut against, and provided with adjustable abutment members for engagement with the end sill of the car, said draft members and adjustable abutment members having interengaging notched inclined faces, substantially as specified.

4. In a draft rigging, the combination with the draw-bar, spring and followers, of draft members furnished with draft lugs for the followers to abut against, and provided with adjustable abutment members for engagement with the end sill of the car, said draft members and adjustable abutment



members having interengaging notched inclined faces, said draft members and adjustable abutment members having interengaging guiding or holding devices, substantially  
5 as specified.

5. A draft rigging side plate furnished with an adjustable horn for abutment

against the end sill of the car, substantially as specified.

STACY B. HASELTINE.

Witnesses:

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