

(No Model.)

C. & R. McAFEE.
DRAW HEAD FOR RAILWAY CARS.

No. 420,561.

Patented Feb. 4, 1890.

Fig. 1.

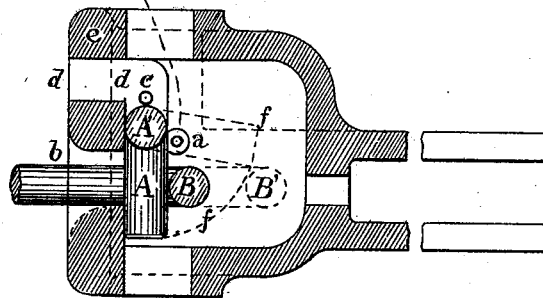


Fig. 2.

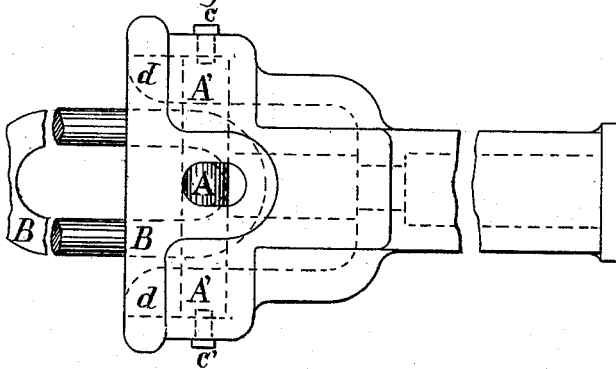
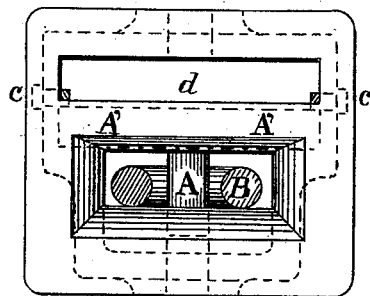


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES MCAFEE AND ROGER MCAFEE, OF PORTLAND, OREGON.

DRAW-HEAD FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 420,561, dated February 4, 1890.

Application filed October 24, 1889. Serial No. 328,105. (No model.)

To all whom it may concern:

Be it known that we, CHARLES MCAFEE and ROGER MCAFEE, citizens of the United States, residing at the city of Portland, Multnomah county, State of Oregon, have invented a new and useful Improvement in Draw-Heads for Railroad - Cars, of which the following is a specification.

Our invention relates to draw-heads or couplers that are intended to couple automatically, and the object of our invention is to provide in a draw-head a pin that will adjust itself in the link when cars are pushed together and so couple the cars. We attain this object in the manner shown in the accompanying drawings, in which—

Figure 1 is a sectional side view of our invention. Fig. 2 is a top view thereof, and Fig. 3 is a front view of the same.

Like letters refer to like parts.

The coupling-pin A is in the form of a T, having arms A' extending on either side of it, which arms rest in sockets at the end of the grooves d, extending from the opening in the face of the draw-head along the sides thereof. The arms of the pin A are inserted at d; but before dropping the same in its socket an eyebolt a is inserted in the side thereof. To this eyebolt is attached a chain, by means of which the pin can be raised clear of the link when desired. The eyebolt will also prevent the pin from slipping out, as it cannot pass the projection e in the upper front part of the draw-head. The pin having been inserted, it is secured in its place by means of two set-screws c and c'. The pin being in position, it

will admit of being moved freely in the circle indicated by the dotted line f, Fig. 1. On the link B being inserted it will push the pin A up in passing until the end of such link has attained the position of B', when the pin will fall back by its own weight and engage the link, thus coupling the cars. To uncouple, the cars are pushed together, causing the end of the link to be again driven into the draw-head as far as B', which leaves the pin free to be raised by pulling on the chain attached to the eyebolt, so as to disengage the link, which can then be withdrawn.

If the draw-head is made of the proportion given in our drawings, the link must measure twelve inches on the inside. As is apparent, our draw-heads will admit of being coupled to those of the ordinary kind when necessary.

Now what we claim as our invention, and desire to secure by Letters Patent, is—

In draw-heads, the T-shaped coupling-pin A, with arms A', resting in sockets at the end of grooves d, said pin being secured by set-screws c c' and being moved by a chain or other appliance attached to the eyebolt a, the pin permitting the link to pass when entering the draw-head and then falling in its place and thus coupling the cars, all as herein more substantially described.

Dated at city of Portland, Oregon, October 17, 1889.

CHARLES MCAFEE.
ROGER MCAFEE.

Witnesses:

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