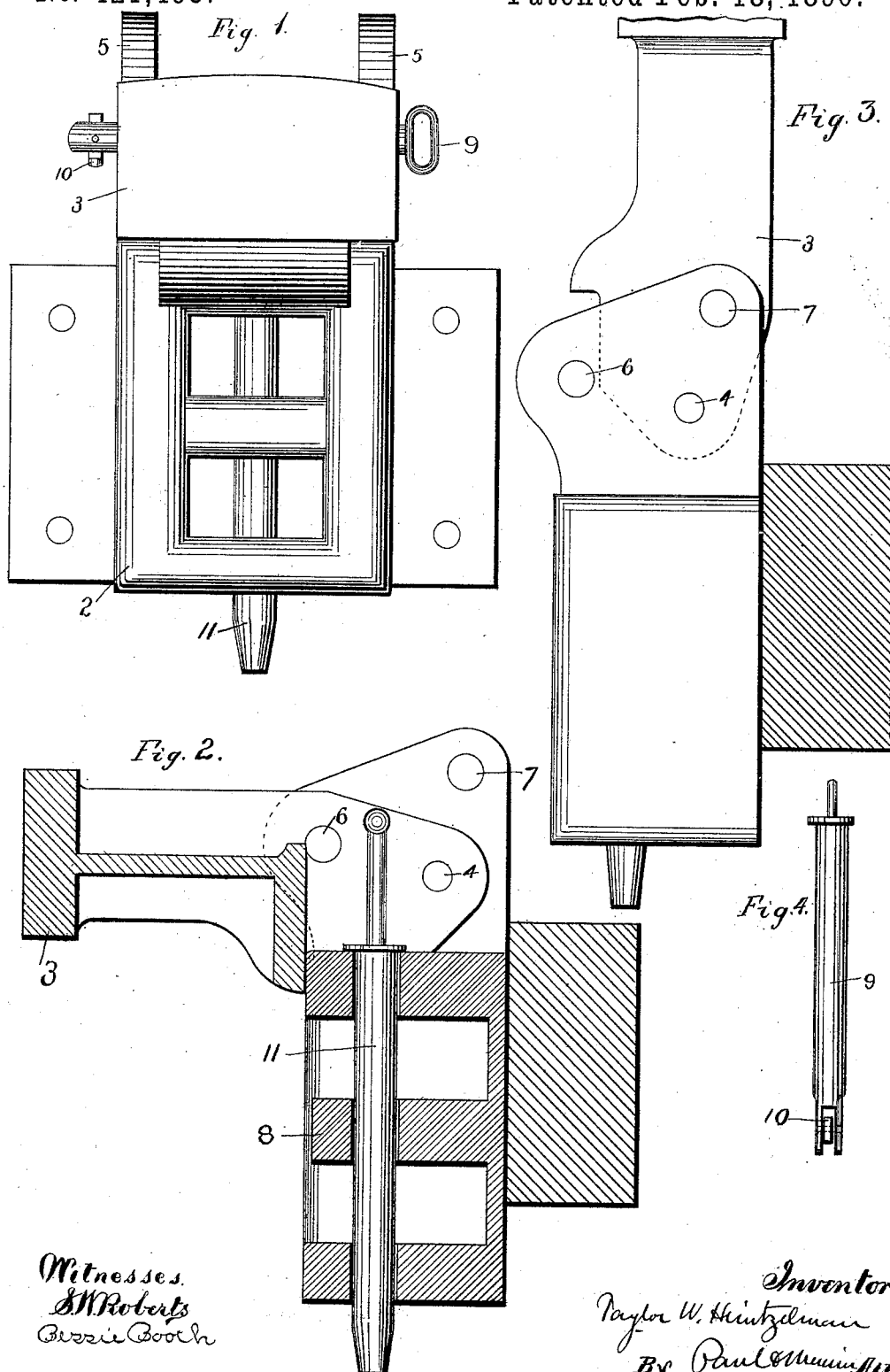


(No Model.)

T. W. HEINTZELMAN.  
DRAW HEAD.

No. 421,495.

Patented Feb. 18, 1890.



Witnesses.  
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Bessie Booth

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# UNITED STATES PATENT OFFICE.

TAYLOR W. HEINTZELMAN, OF SACRAMENTO, CALIFORNIA.

## DRAW-HEAD.

SPECIFICATION forming part of Letters Patent No. 421,495, dated February 18, 1890.

Application filed August 26, 1889. Serial No. 322,058. (No model.)

*To all whom it may concern:*

Be it known that I, TAYLOR W. HEINTZELMAN, of Sacramento, in the county of Sacramento and State of California, have invented certain new and useful Improvements in Draw-Heads, of which the following is a specification.

The object of this invention is to provide an improved draw-head adapted especially for locomotive-tenders and capable of being used with either passenger or freight cars.

The invention consists, generally, in providing the draw-head with a movable buffer, which may be let down, so as to come in contact with the buffer on passenger-cars, or may be thrown up in order to permit a close link-coupling to be made with freight-cars, and thereby doing away with the use of a coupling-bar.

In the accompanying drawings, forming a part of this specification, Figure 1 is a front elevation of my improved draw-head with the buffer down in the position that it will occupy when used in connection with a passenger-car. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a side elevation of the draw-head with the buffer thrown up. Fig. 4 is a side view of the locking-pin.

In the drawings, 2 represents the main portion of the draw-head, which is secured, preferably, to the rear end of a locomotive-tender by any suitable means.

3 represents a movable buffer, which may be of any suitable size and length and is secured, preferably, by a pivot-pin 4 between suitable lugs or projections 5 upon the main draw-head. The lugs 5 are provided with

suitable holes 6 and 7, and the buffer is provided with an opening which registers with one of these holes 6 when the buffer is in the position shown in Fig. 2 and with the other when the buffer is thrown up to the position shown in Fig. 3. A lock-pin 9 is arranged to be inserted through one of the openings in the projection on the draw-head and through the opening in the buffer, thereby locking the buffer in either position, as may be required. The locking-pin is preferably provided in its end with a pivoted turn-button 10, which is turned frontwise after the pin is inserted and prevents its being drawn out. The draw-head is provided with a suitable coupling-pin 11, by means of which the passenger or freight cars may be coupled to the tender.

I claim as my invention—

1. The combination, with a suitable draw-head, of a movable buffer secured upon said draw-head and arranged to be moved into position to project beyond said draw-head or to be thrown back out of the way, substantially as described.

2. The combination, with the draw-head provided with the coupling-pin and provided with suitable lugs or projections, of the buffer pivotally supported upon said projections and a locking-pin securing said buffer either in a horizontal or vertical position, substantially as described.

In testimony whereof I have hereunto set my hand.

TAYLOR W. HEINTZELMAN.

In presence of—

E. J. CHRISMAN,  
ADD C. HINKSON.