

W. L. JACOBY.

MANUFACTURE OF DRAW HEADS FOR RAILROAD COUPLINGS.

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FIG. 1.

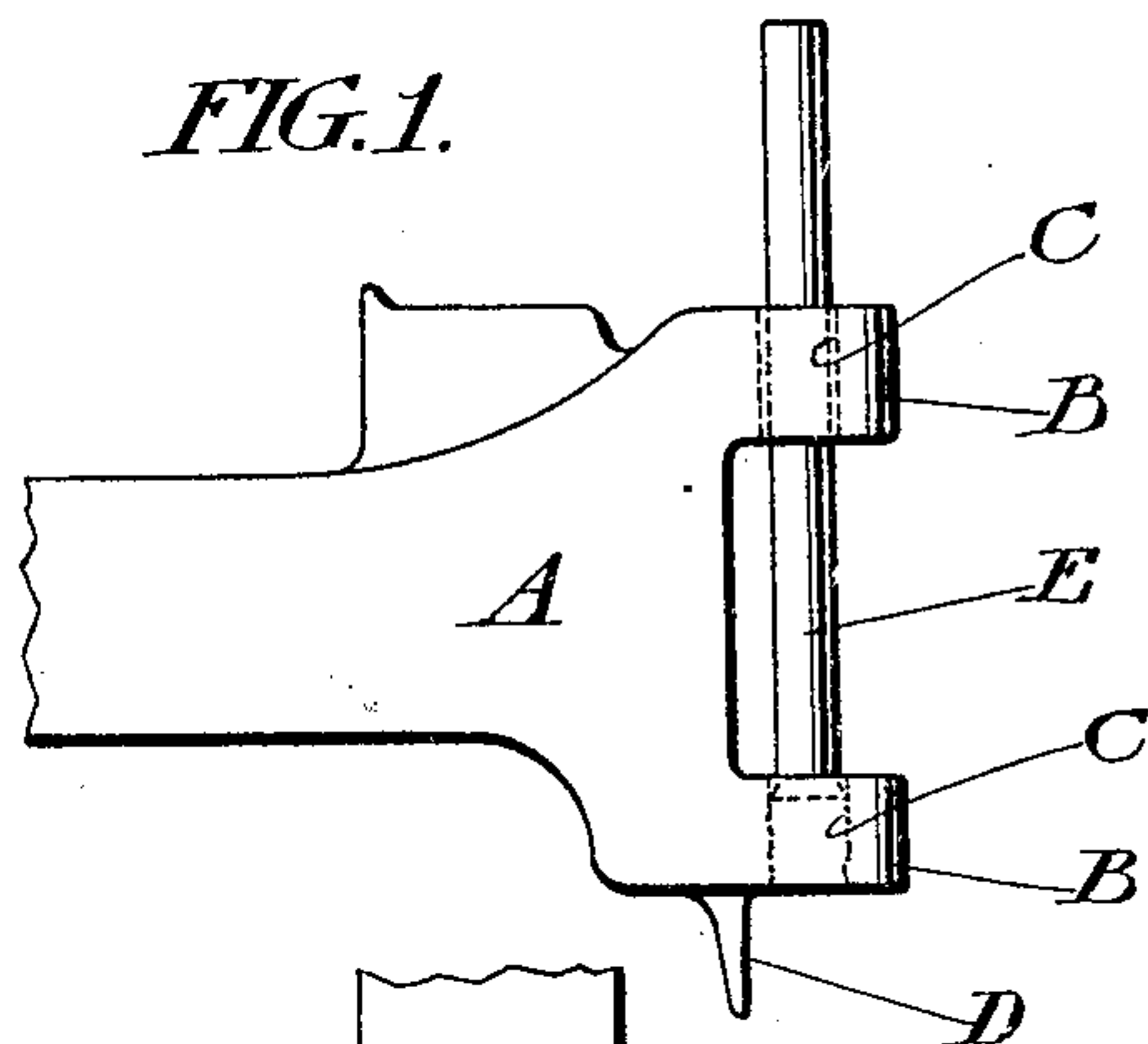


FIG. 2.

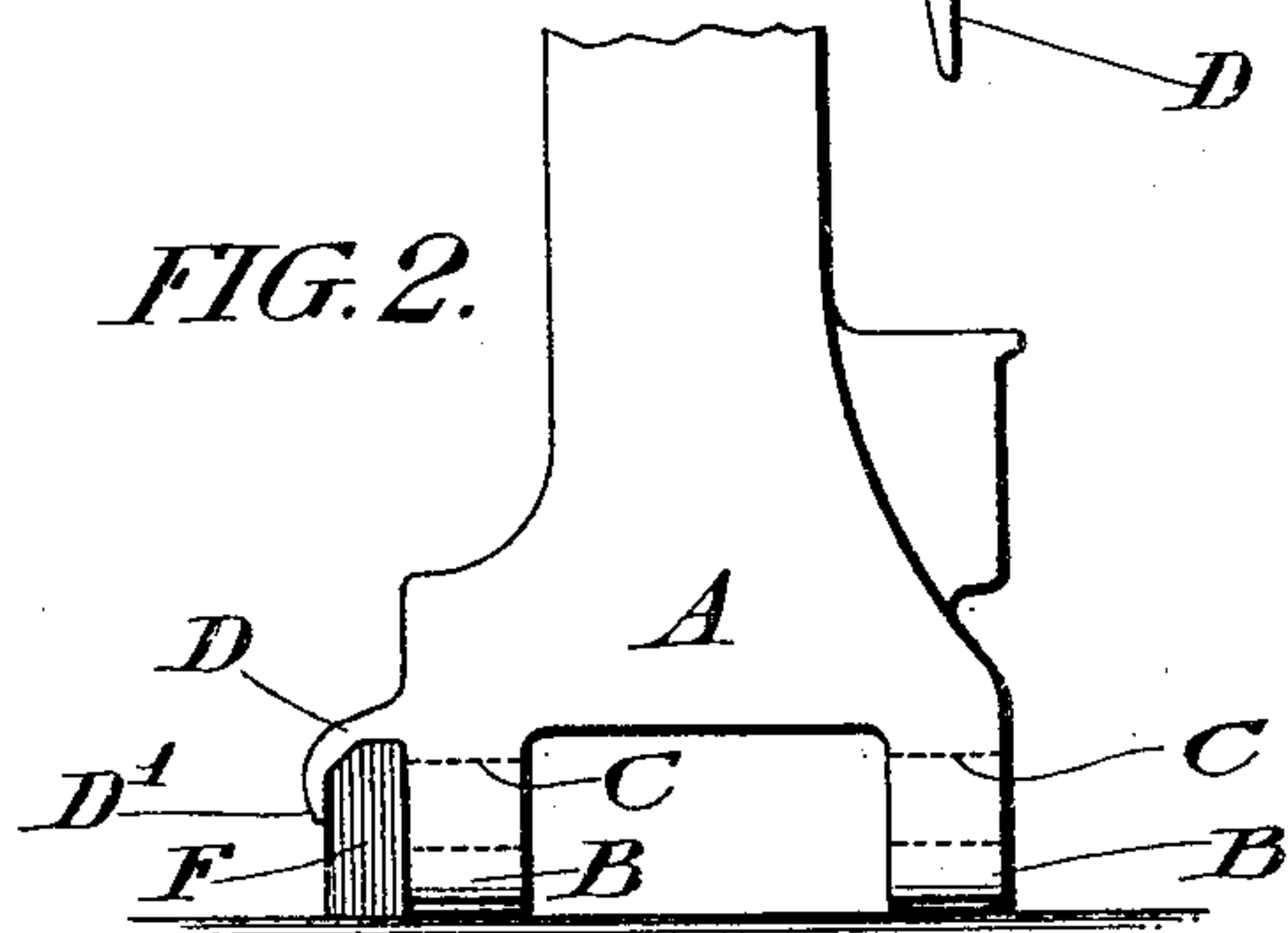


FIG. 3.

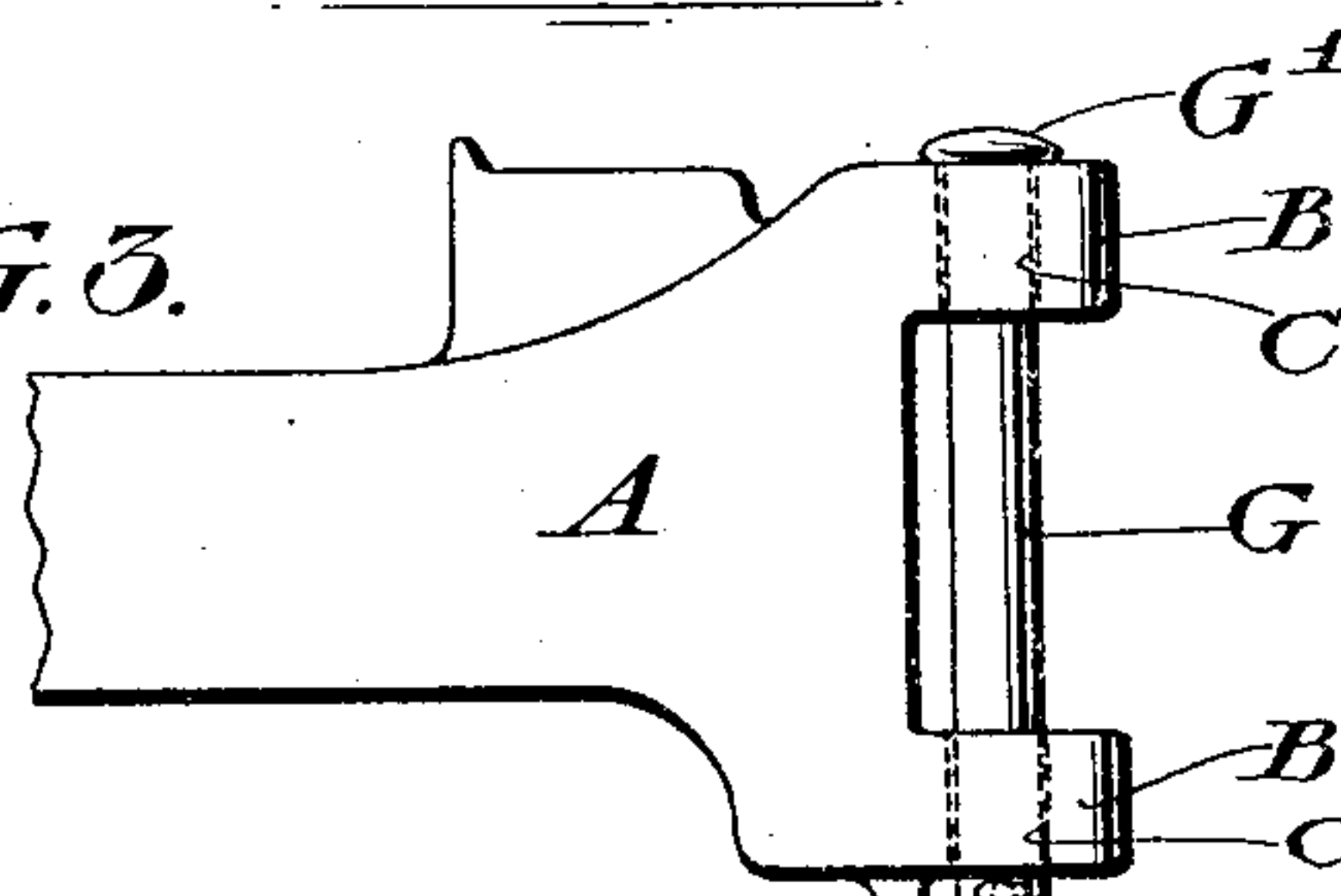
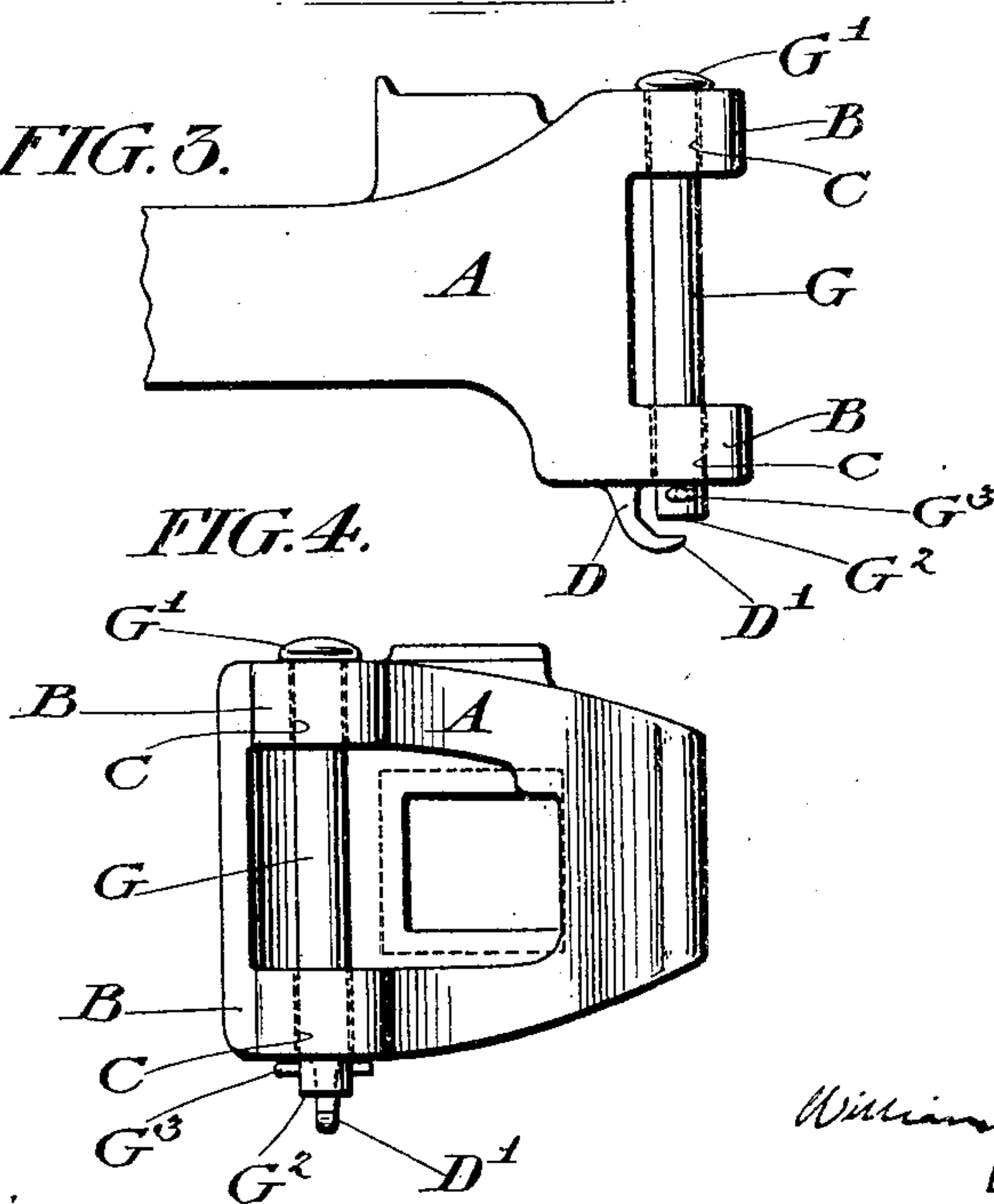


FIG. 4.



WITNESSES:

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MANUFACTURE OF DRAW-HEADS FOR RAILROAD-COUPPLINGS.

No. 803,764.

Specification of Letters Patent.

Patented Nov. 7, 1905.

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To all whom it may concern:

Be it known that I, WILLIAM L. JACOBY, a citizen of the United States, residing at Maywood, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in the Manufacture of Draw-Heads for Railroad-Couplers, of which the following is a true and exact description, reference being had to the accompanying drawings, which form a part thereof.

My invention relates to the manufacture of railroad-couplers, and has for its object to provide a draw-head which will be provided with stop-blocks below the pin-holes, while at the same time provision is made for the usual method of clearing the pin-holes by driving a drift through them.

With this end in view my invention consists in casting the draw-head of malleable metal and with a projection cast integral with the draw-head extending from the lower side of the head adjacent to the lower pin-hole and in subsequently bending said projection so that its end will extend beneath the pin-hole and form a stop-block for the pin.

By preference my invention also includes the step of driving a drift through the pin-hole to clear and true it previous to bending the malleable projection under the pin-hole to serve as a stop. By preference, also, the malleable projection is bent in such a way that its end will not extend beneath all portions of the pin-hole, but will leave sufficient room for the removal of damaged or broken pins by means of a rod or tool pressing against the lower end of the pin.

Reference is now had to the drawings which illustrate my invention, and in which—

Figure 1 is a side elevation of a malleable draw-head with the projection shown in place thereon, but not yet bent to position to serve as a stop-block. Fig. 1 also illustrates the operation of driving a drift through the pin-holes. Fig. 2 is an elevation of the draw-head, showing a convenient way of bending the projection so as to serve as a stop-block. Fig. 3 is a side elevation of the draw-head, showing the pivot-pin in position therein; and Fig. 4 is a similar front elevation of the draw-head.

A indicates the draw-head, which is cast of

malleable metal and provided with the integral projection D, extending from the bottom of the draw-head adjacent to the lower pin-hole.

B B are the pivot-lugs of the draw-head, in which are formed the pivot pin-holes C C. These holes usually require clearing out, and the clearing is accomplished by means of a drift, such as is indicated at E in Fig. 1, and it will be seen in this view that the projection D in no wise interferes with the operation of driving the drift through the pin-hole.

Fig. 2 shows the manner in which the projection D is conveniently bent to proper form to serve as a stop-block. A properly-formed anvil or die F is placed beneath the projection D and the projection then bent over this die, as shown in Fig. 2, the shape and size of the projection D and die F being such, preferably, that the end D' of the projection, while it extends beneath, does not entirely cover the pin-hole C, and it will be clear from Figs. 3 and 4, which show the pivot-pin G in position, that this method of construction enables a tool to be readily placed against the end of the pivot-pin to drive it upward through the pin-holes.

In the construction shown in Figs. 3 and 4 the pin G is represented as having a head G', which normally rests upon the top of the lock B, the pin being of such length that its lower end G² does not rest upon the stop-block D D'. In case of a breakage of the pin the lower end will drop down and rest upon the end D' of the stop-block, the stop-block preventing it from becoming lost, while the position of the pin will indicate to an inspector that it is broken.

G³ indicates a cotter, which the construction illustrated makes it feasible to insert in the lower end of the pin to prevent its creeping upward.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The method of manufacturing draw-heads for railroad-couplers which consists in casting the head of malleable metal and with an integral projecting tongue D, extending from the casting adjacent to the lower pivot pin-hole, then perfecting the pin-holes by forcing a tool through them, and then bend-

ing said tongue so that its ends will extend beneath the lower pin-hole.

2. The herein-described blank for manufacturing draw-heads for railroad-couplers,
5 consisting of the casting A of malleable metal formed with pin-holes therein, and having an integral projection *d* on the under side of the

blank adjacent to the lower hole, said projection being adapted to be bent laterally beneath the hole and form a stop for the pin.

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Witnesses:

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