(No Model.)

J. M. EDWARDS.

Draft-Pin for Horse Cars.

No. 243,115. **Patented June 21, 1881.**

Fig. 1.

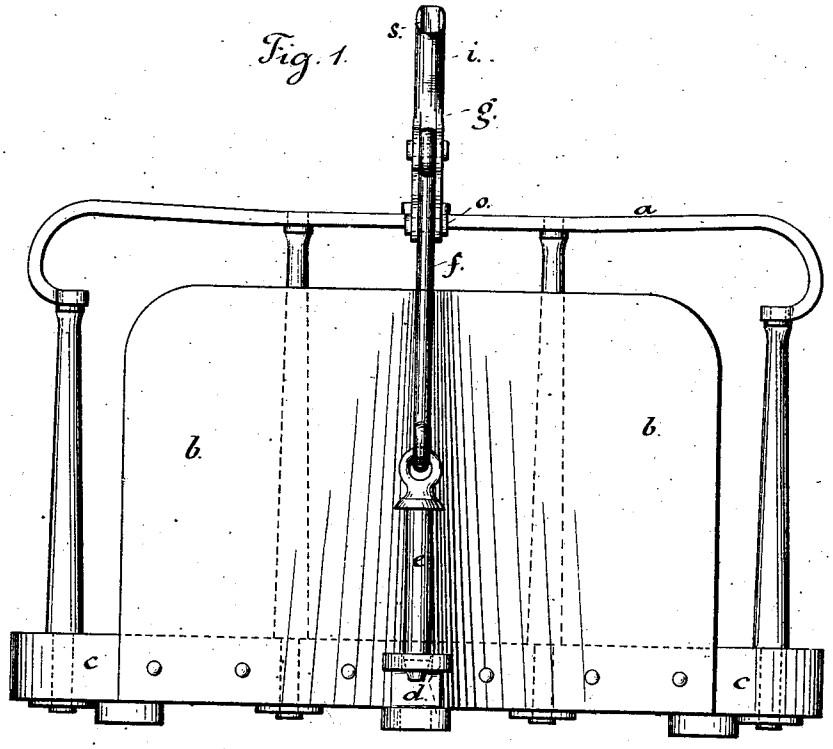
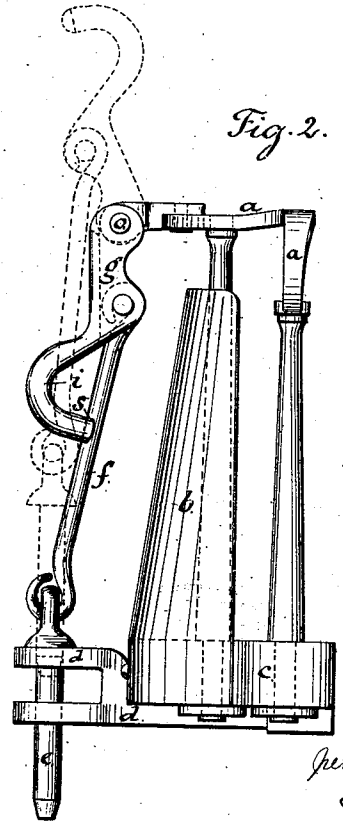


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN M. EDWARDS, OF BROOKLYN, NEW YORK.

DRAFT-PIN FOR HORSE-CARS.

SPECIFICATION forming part of Letters Patent No. 243,115, dated June 21, 1881.

Application filed April 20, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. EDWARDS, of Brooklyn, in the county of Kings and State of New York, have invented an Improvement in Safety Draft-Pins for Horse-Cars, of which the following is a specification.

Horse-cars usually are provided with a draft-pin in the bumper-block, or a hook that passes through an eye at the rear of the whiffletree, or at the back end of the tongue. The pin is generally provided with a chain by which it can be withdrawn; but the driver in connecting his horses usually has to reach down in front of the dash-board to insert the pin at the same time that the reins are held in the hand and the whiffletrees lifted to place. This is inconvenient. Frequently the eye of the whiffletree becomes unhooked, or the pin works up by the jerking strain on the same, and the horses become detached from the car, and the strain suddenly comes on the reins, sometimes drawing the driver over the dash-board. In other instances the horses run away, and accidents occur.

My invention is for holding the draft-pin firmly into the bumper-block by a toggle that prevents the whiffletrees becoming disconnected accidentally, and this toggle is near the top part of the dash-board, so as to be operated with facility in withdrawing the pin. The toggle also holds the pin up out of the way while the eye is being inserted into the bumper-block.

In the drawings, Figure 1 is an elevation of the bumper-block and pin when the latter is raised for the insertion of the eye into the bumper-block, and Fig. 2 is a side view of the same, with the pin forced down to place.

The dash-rail *a*, dash-board *b*, platform *c*, and bumber-block *d* are all of any usual character.

e is the draft-pin, to which is hinged a link, *f*, the upper end of which is connected with the middle part of the handle or lever *g*, that is pivoted at the end *o* to the dash-rail *a*, and forms, with the lift *f*, a toggle to raise or lower the draft-pin *e*. The end of the handle is formed as a loop, *i*, with a concave or forked end, *s*, to rest against the link *f*. This handle portion is easily grasped in the hand and the lever turned up into the position shown in Fig. 1, and by dotted lines in Fig. 2, so as to draw up the draft-pin and hold it while the eye at the end of the tongue or behind the whiffletree is passed into the mortise or jaws of the bumper-block. The draft-pin is then forced down to place by swinging the lever down into position shown in Fig. 2, and the toggle-lever locks it securely, and the forked ends *s* of the lever, setting against and at each side of the link *f*, prevents any lateral motion to the toggle-lever.

The driver can operate this draft-pin by the lever without having to reach down in front of the dash-board.

When the toggle-lever is turned down to hold the pin it is impossible to move said pin upwardly by any other force than that of the toggle-lever.

I claim as my invention—

1. The combination, with the bumper-block and draft-pin, of the link *f*, hinged to the draft-pin, the toggle-lever *g*, pivoted at one end and hinged to the link *f*, and having a handle or loop, *i*, substantially as and for the purposes set forth.

2. The combination, with the draft-pin and bumper-block, of a link and lever forming a toggle for holding the pin in place or withdrawing the same, substantially as set forth.

Signed by me this 14th day of April, A. D. 1881.

JOHN M. EDWARDS.

Witnesses:

GEO. T. PINCKNEY,

WILLIAM G. MOTT.