



Product Catalog

McConway & Torley, LLC

A FERROWORKS COMPANY |  FerroWorks

Standard Product Catalog

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AAR and DOT Shelf Couplers

All hazardous material cars must be equipped with couplers having top and bottom shelves projecting from head end front faces. The purpose of the shelves is to prevent vertical coupler disengagement during train derailment and thereby minimize the potential for tank car shell puncture. All AAR Standard E, E/F and F couplers are available with top and bottom shelves. These are identified by prefixes to the coupler catalog numbers as follows:

SE - Double Shelf E and E/F Couplers

SF - Double Shelf F Couplers

All new and rebuilt cars must be equipped with couplers having a bottom shelf as a minimum requirement. The bottom shelf serves to support a mating coupler suffering a pull-out from car sill and thus keeps it from falling to the roadbed and presenting a derailment hazard. The shelf also serves to prevent vertical coupler disengagement during derailment, as related to the mating coupler. The bottom shelf is effective when the 10-A contours of the mating couplers are within AAR specified condemning limits.

Bottom shelf couplers are identified by the prefix "SB" in front of the Catalog numbers.



Type E Couplers for Freight Cars



All Type E couplers are equipped with head ends of an identical “basic” design. It is this “basic” head design that is designated as Type E.

To meet varied service equipment arrangement needs, Type E couplers may be equipped with variant compatible shank designs and special features or fittings. For purposes of identification, each different coupler design is indicated by the assignment of a Catalog Number or ID No. Modifications to existing designs are indicated by the assignment of suffix letters to coupler Catalog Numbers or ID Numbers.

All Type E couplers are furnished with bodies, knuckles and locks of quenched and tempered Grade E steel.

Grade E material is identified by the letter E at the end of the item Catalog number, or I. D. Number.

Specific design type E couplers have been adopted by the AAR as Standards and Optional Standards for certain types of car service usage, or to suit a given car geometry. These couplers are protected in Interchange Service against improper replacement under AAR Rule 16. Certain variables of these coupler designs, having Special Features, have been approved by the AAR and assigned coded Identification Numbers. These Specials are covered by Rule 72 for replacement.

It is most essential that coupler effective length (coupling line to rear pivot point) and shank design are compatible with the other items of the car draft assembly. Thus, couplers having non-AAR approved shank designs (including lengths) are not interchangeable on cars.

All Type E couplers have the No.10-A contour at coupler mating lines. This contour includes all external vertical faces of the knuckle and body front faces and guard arm faces that meet and engage with an opposing coupler adjoining cars. Type E couplers will couple with all other type E couplers in Interchange Service.

Currently, practically all freight cars in the United States are equipped for bottom operation couplers. Therefore, unless specifically ordered as Top Operating, Type E couplers will have the top locklift hole cast closed and be fitted as Single Rotary Bottom Operating.

All of the Standard operation parts are interchangeable from one Type E or E/F coupler to another; except when the locklift arrangement precludes change in design of the locklift assemblies. The Type E operating parts are designed so that they will not fit into other Types of couplers, except as listed:

C10 Knuckle Pin- used in all A.A.R coupler Types

C2 Retainer Pin used in all A.A.R couplers with inverted knuckle pin.

E6A Top Locklift Assembly-used in all top operating couplers.

Type E Couplers and parts are governed by the following AAR Specifications and Interchange Rules:

M-118 Knuckle Pins & Shank Connecting Pins

M-201 General for Steel Castings

S-172 Inspection & Maintenance on Cars

M-211 Purchase & Acceptance

M-212 Secondhand & Reconditioned

Rule 16 Type E Couplers & Parts

Rule 19 Yokes for Type E Couplers

Rule 88 Couplers & Parts Required for Car Acceptance

Rule 90 Couplers & Parts Prohibited in Interchange

The AAR 14-digit identification code for these couplers can be found in the index of this catalog.

Type E Coupler Operating Parts



E50BE
Knuckle



E42BE
Lock (bottom)



E40AE
Lock (Top)



E24B
Locklift Assem.



E25B
Double
Locklift Assem.



E2A
Hole Cap



E2
Hole Cap



E6A
Top Locklift
Assembly



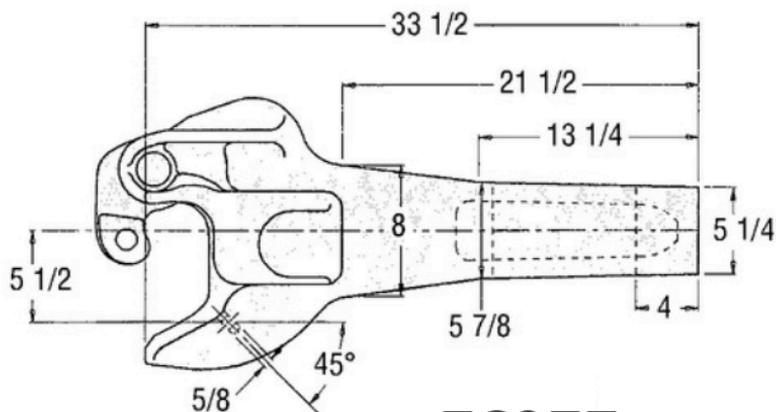
E30A
Knuckle
Thrower



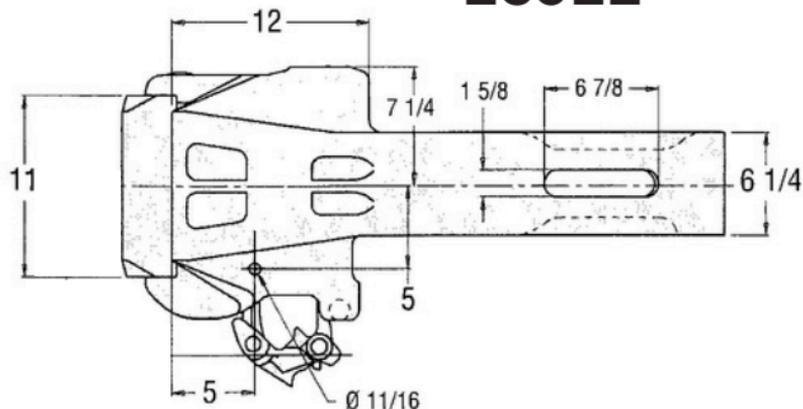
C10
Knuckle
Pivot Pin

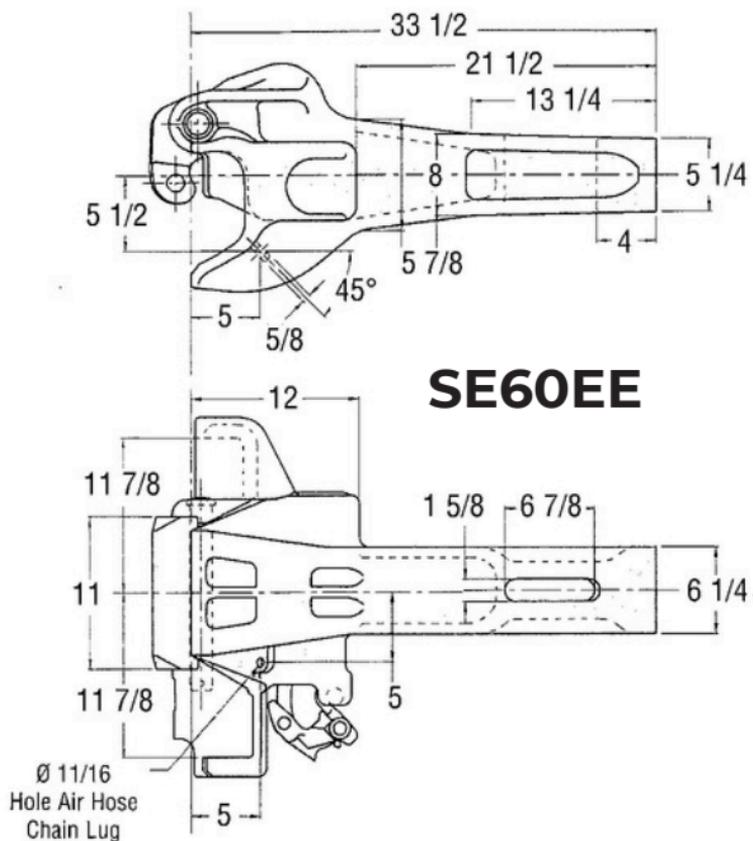


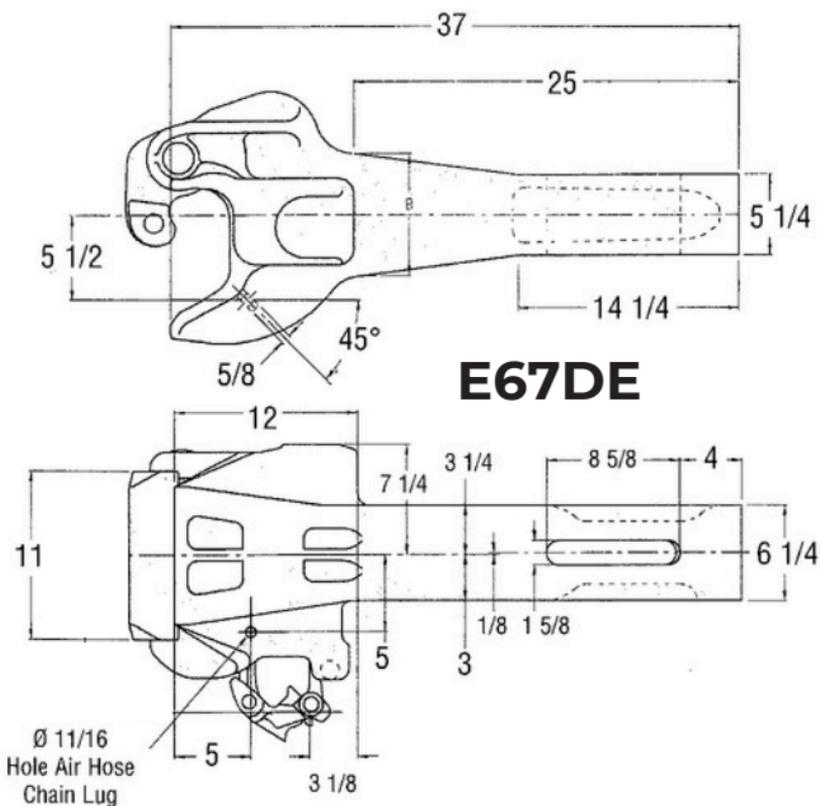
C2
Retainer Pin
(for Inverted
C10 Pin)

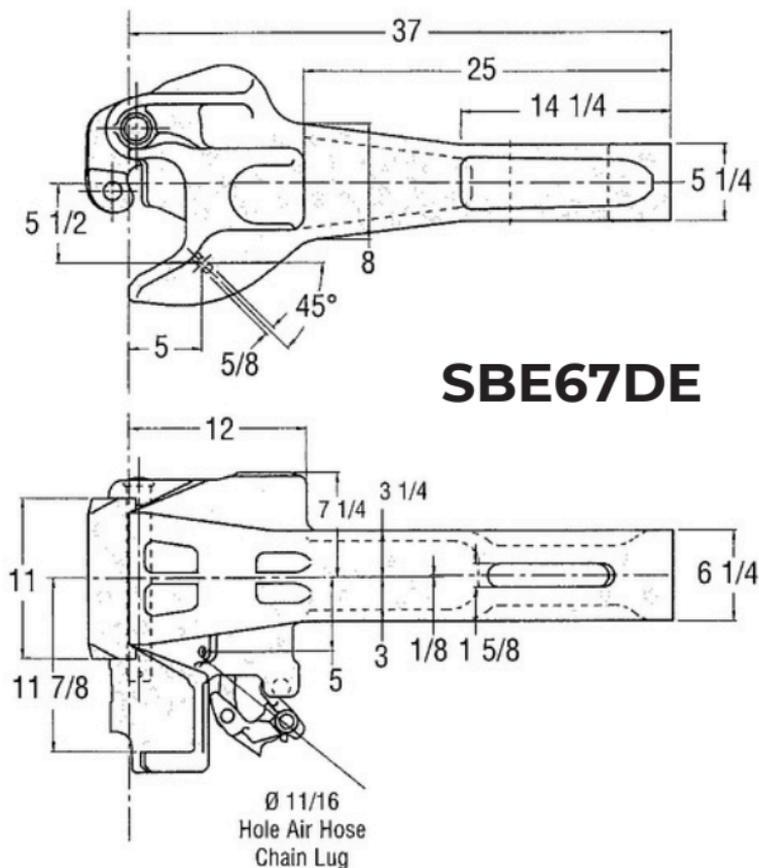


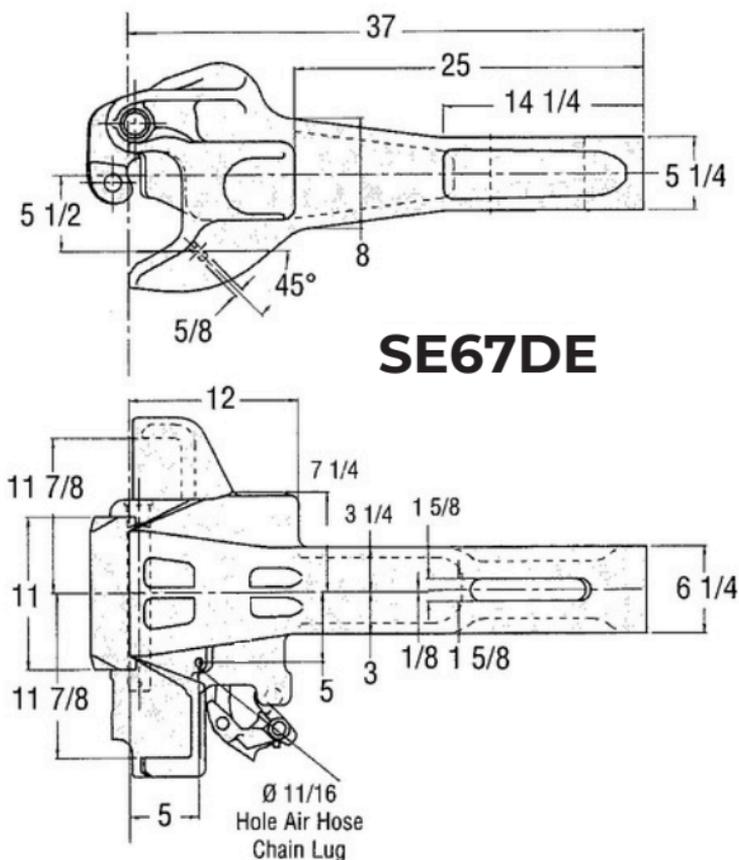
E60EE













Type E/F Couplers for Freight Cars



All Type E/F couplers are equipped with the Type E coupler "basic" design E head and one of the "basic" designs of the Type F coupler shanks and butt ends.

To meet varied service equipment arrangement needs, Type E/F couplers maybe equipped with variant compatible shank designs and special features or fittings. For purposes of identification, each different coupler design is indicated by the assignment of a Catalog Number or ID No. Modifications to existing designs are indicated by the assignment of suffix letters to coupler catalog numbers or identification numbers.

All type E/F couplers are furnished with bodies, knuckles and locks of quenched and tempered Grade E steel.

Grade E material is identified by the letter E at the end of the item Catalog Number or ID No.

Specific design Type E/F couplers have been adopted by the AAR as Standards and Optional Standards for certain types of car service usage or to suit a given car geometry. These couplers are protected in Interchange Service against improper replacement under ARR Rule 17. Certain variables of these couplers designs, having Special Features, have been approved by the AAR and assigned coded Identification Numbers. These Specials are covered by Rule 72 for replacement.

It is most essential that coupler effective length (coupling line to rear pivot point) and shank design are compatible with the other items of the car draft assembly. Thus, couplers having non-AAR approved shank designs (including lengths) are not interchangeable on cars.

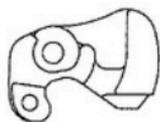
Type E/F couplers take the same operating parts as the Type E couplers. Coupler yoke connections consists of the vertical pin (Y47) Type F; or a compatible end of car(EOG) cushioning device.

The E/F couplers are governed by the same AAR Specifications and Interchange Rules as the Type E, except as follows:

- Rule 17** E/F Couplers and Parts
- Rule 20** F Yokes
- Rule 21** Front Follower Blocks

The AAR 14-digit identification code for these couplers can be found in the index of this catalog.

Type EF Coupler Operating Parts



E50BE
Knuckle



E42BE
Lock (bottom)



E40AE
Lock (Top)



E24B
Locklift Assem.



E25B
Double
Locklift Assem.



E2A
Hole Cap



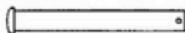
E2
Hole Cap



E6A
Top Locklift
Assembly



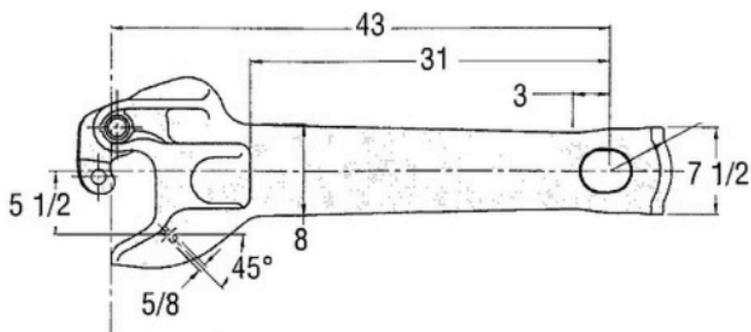
E30A
Knuckle
Thrower



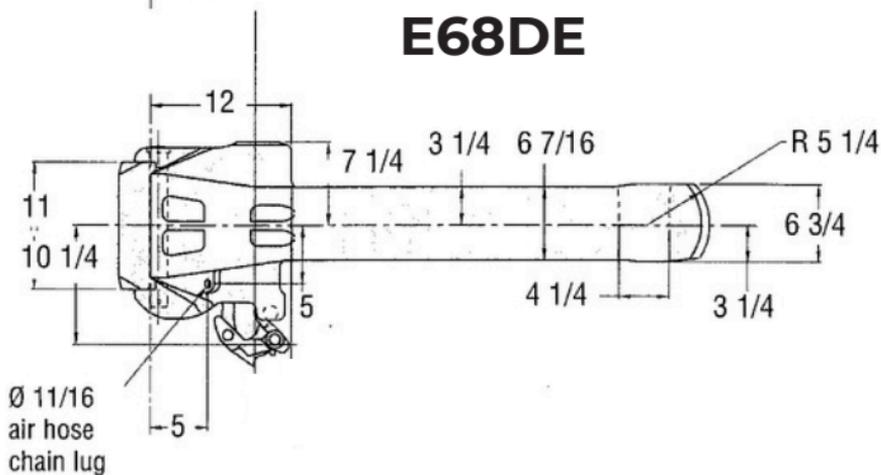
C10
Knuckle
Pivot Pin

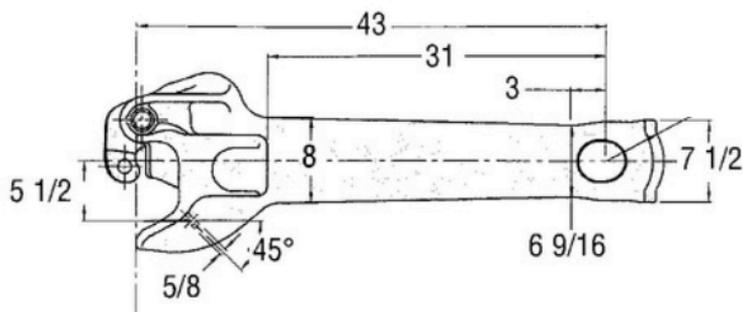


C2
Retainer Pin
(for Inverted
C10 Pin)

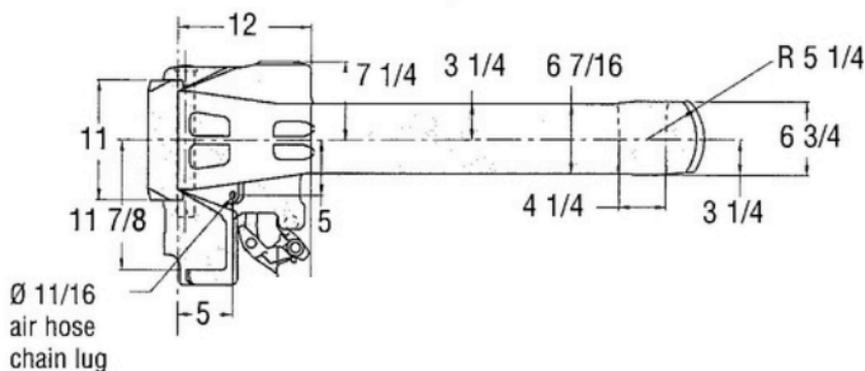


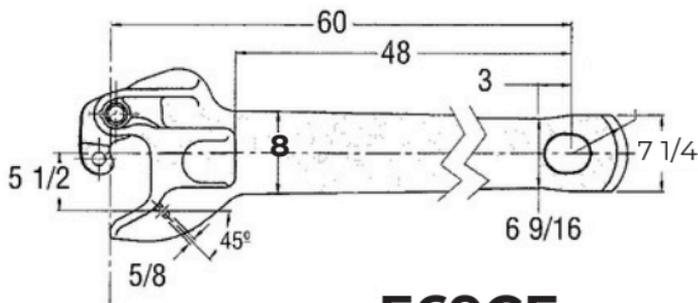
E68DE



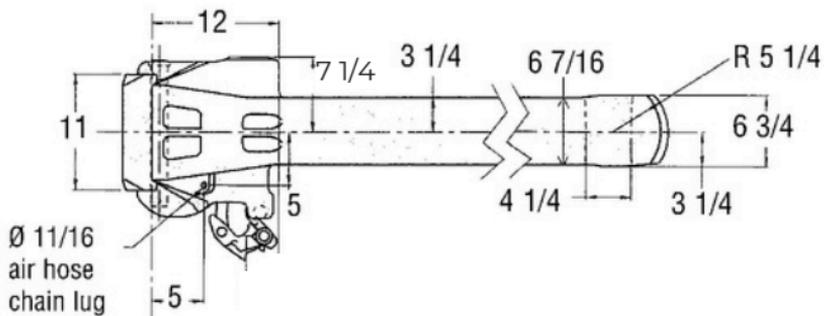


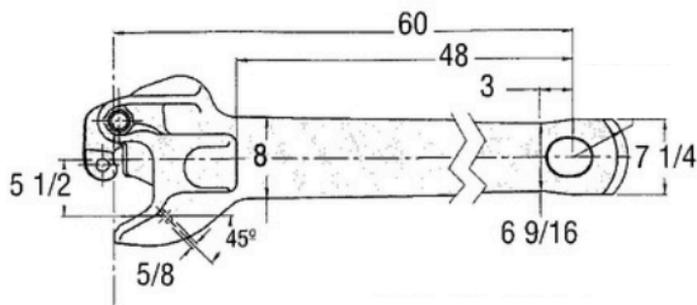
SBE68DE



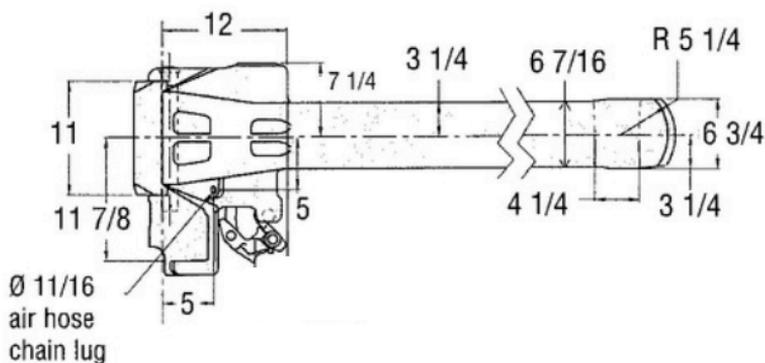


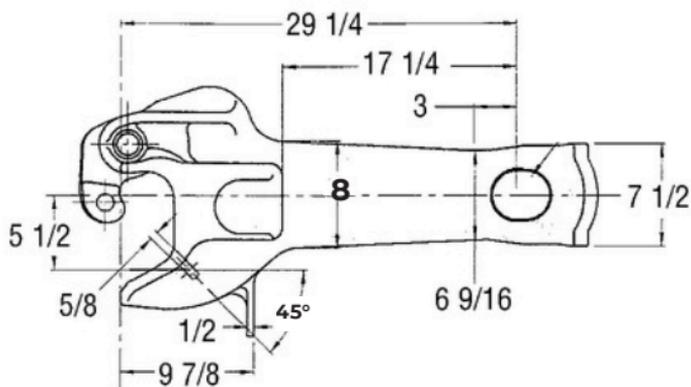
E69CE



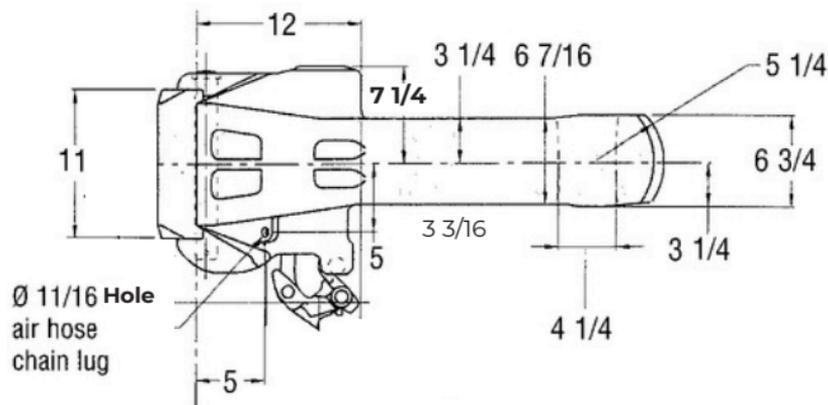


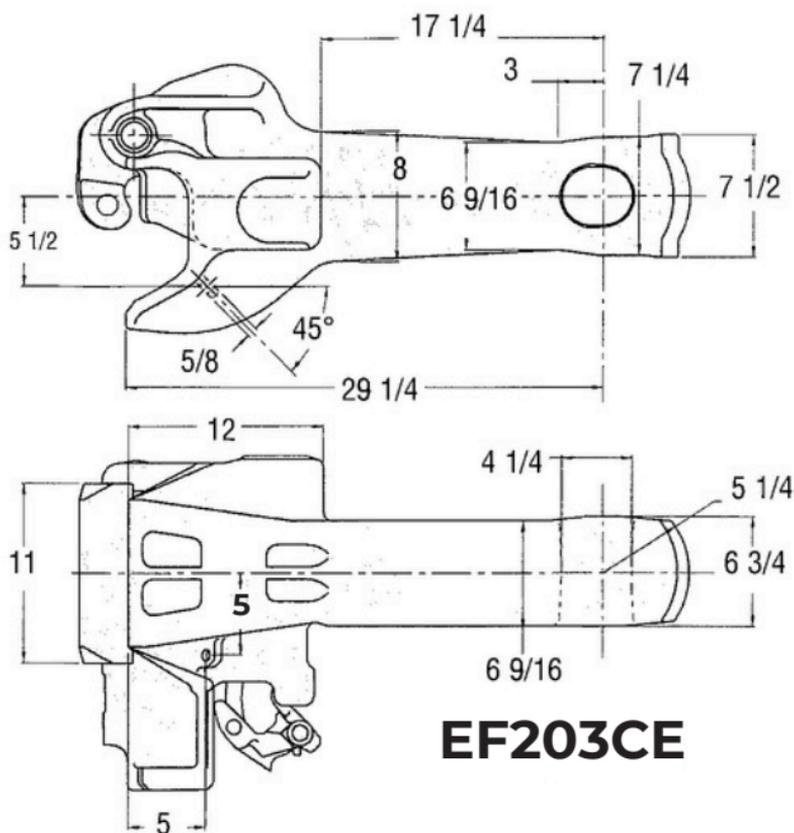
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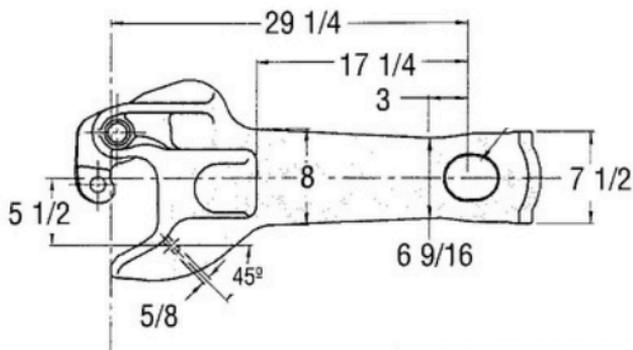




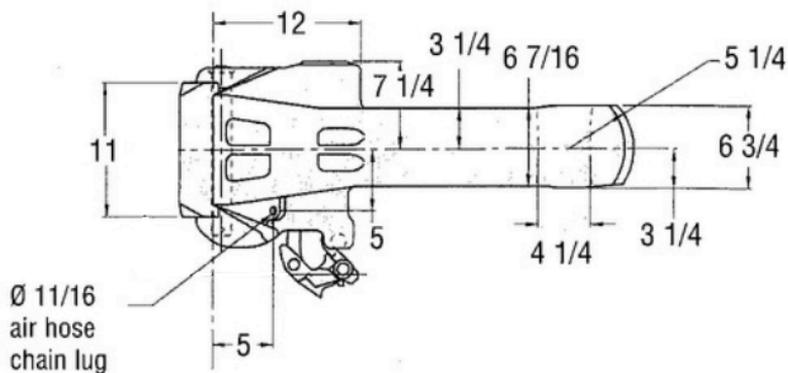
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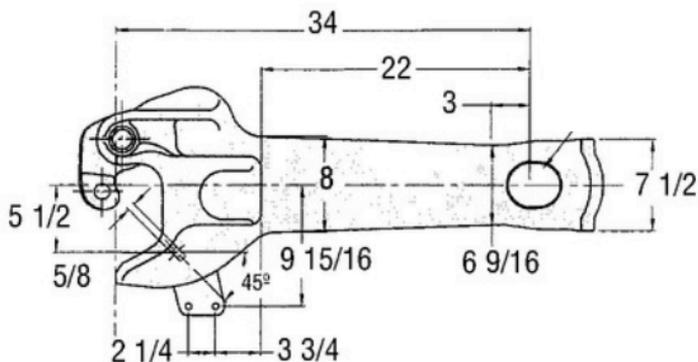




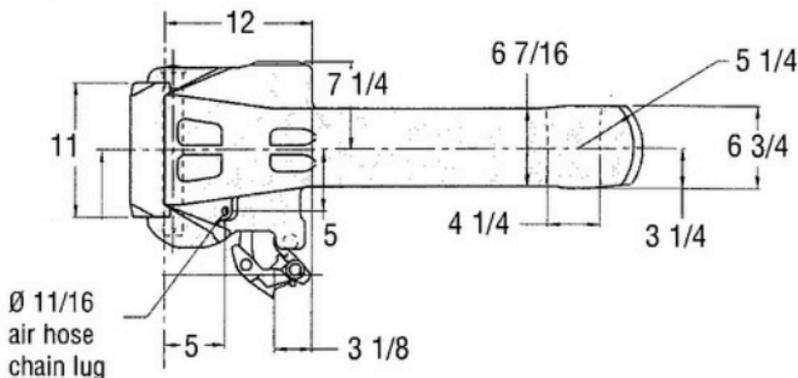


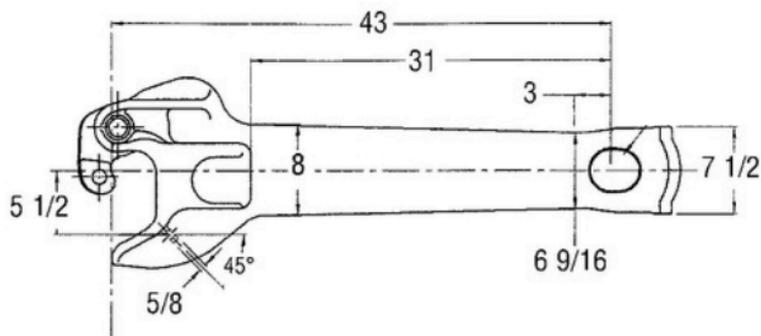
EF204CE



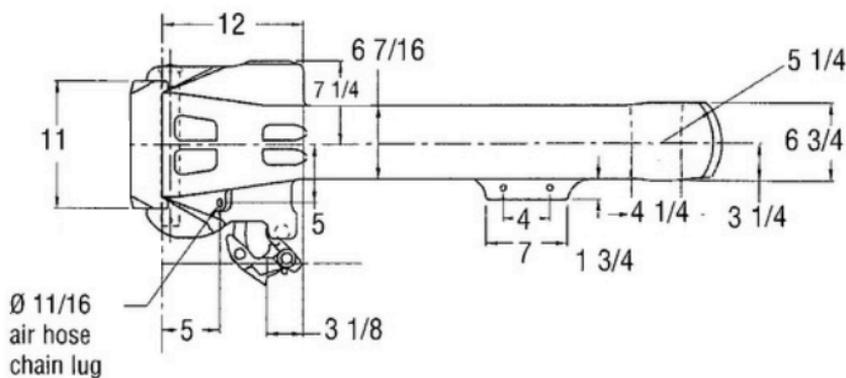


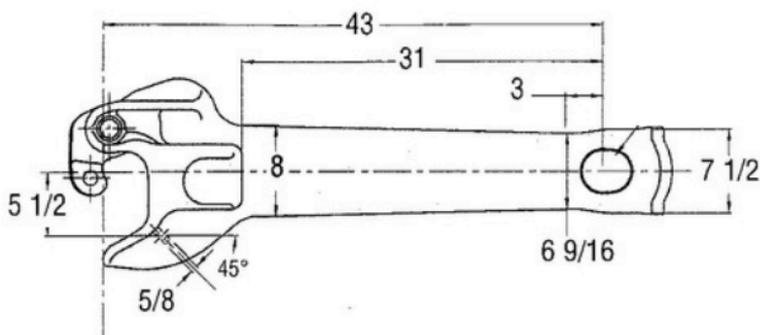
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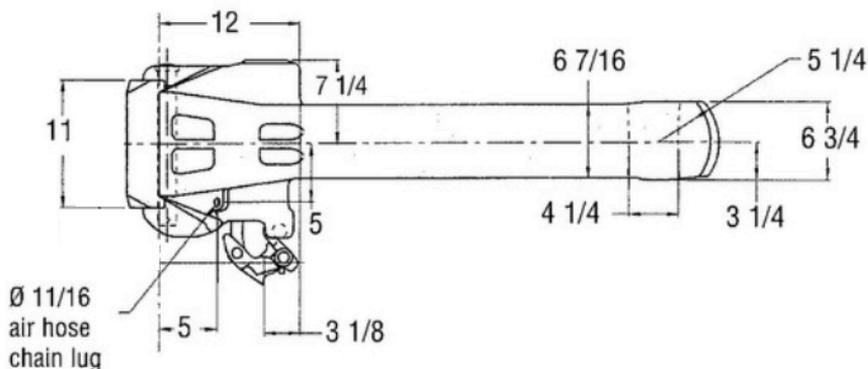


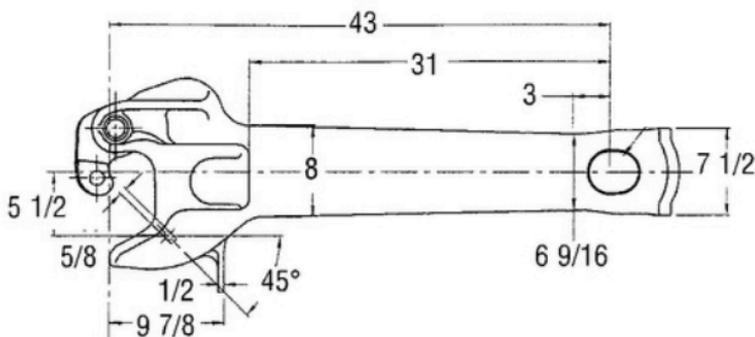
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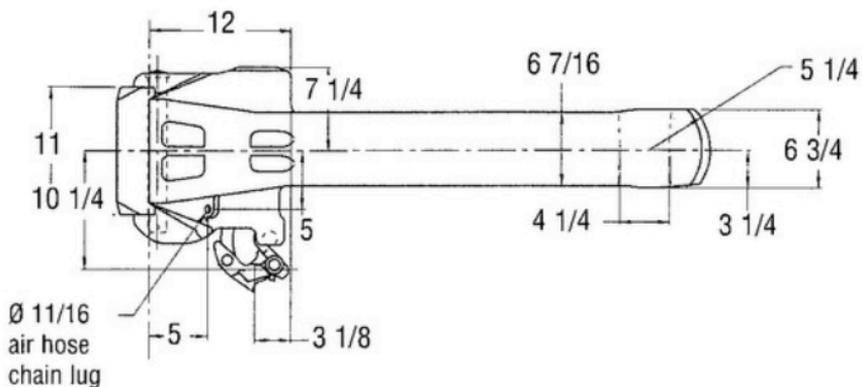


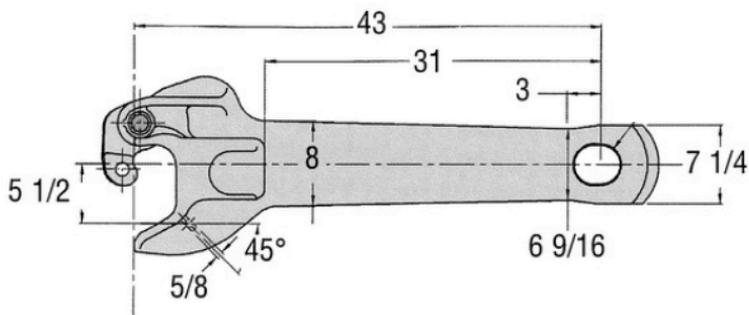
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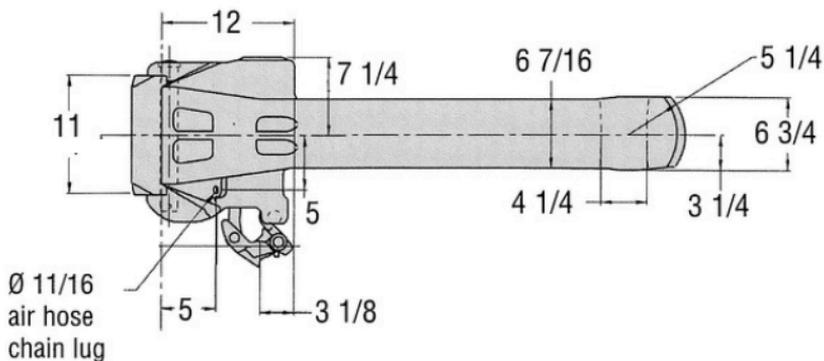


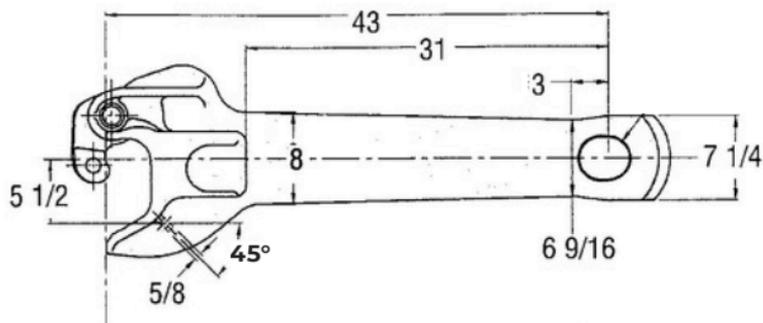
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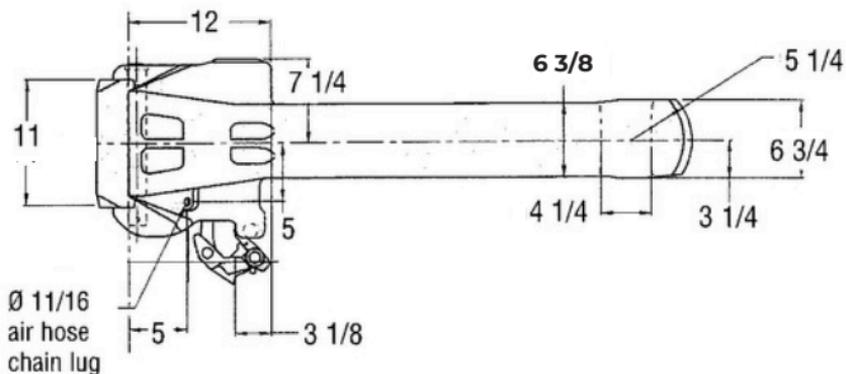


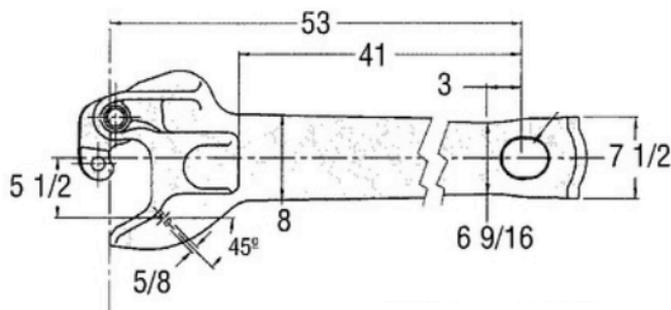
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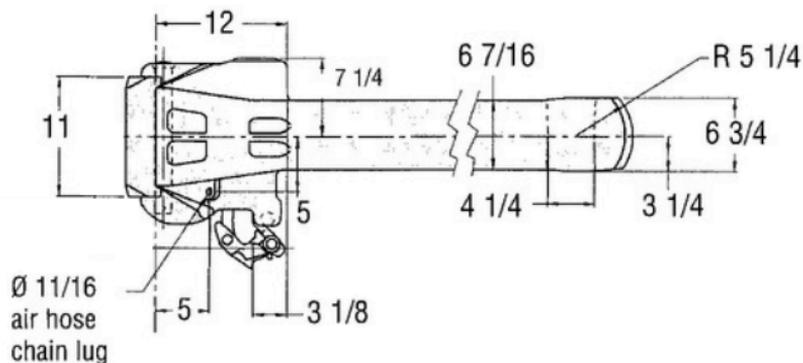


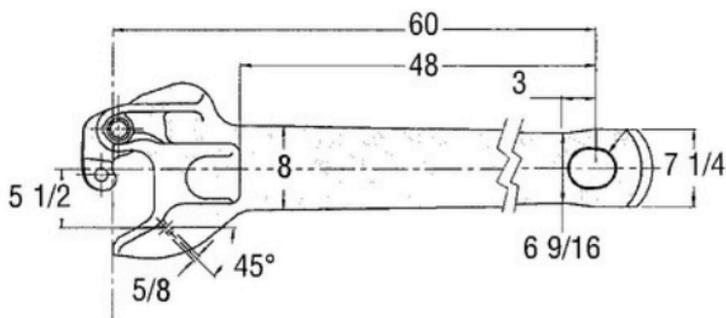
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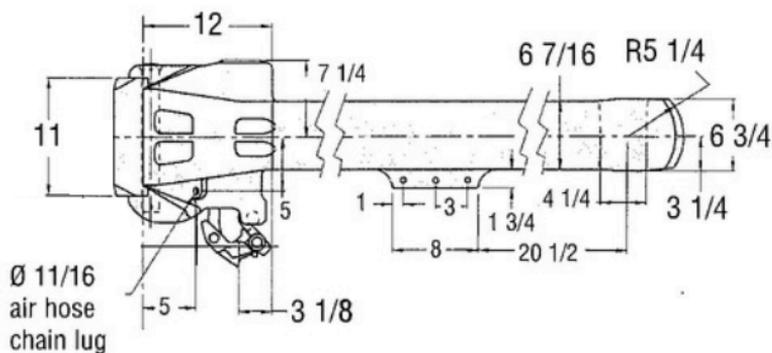


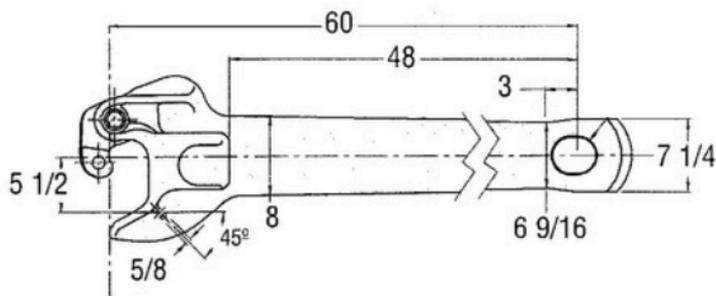
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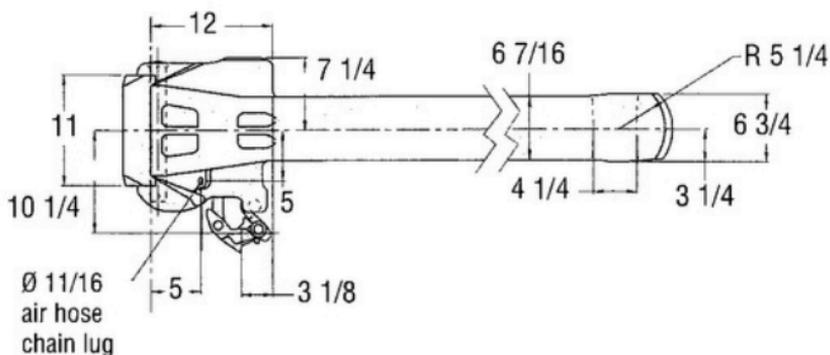


EF805CE





EF806CE



Type F Interlocking Couplers for Freight Cars



Type F interlocking couplers are equipped with the F design head end and the F design shank and butt end. Incorporated into the F design are several features that are not available in the Types E and E/F designs.

These added features include:

1. Frontal interlocking wing pocket and lugs that interlock with any mating interlocking coupler. These safety features help maintain the couplers and derailed cars in alignment to assist in preventing over-turning and telescoping of the cars.
2. A frontal bottom support shelf is standard on all F couplers to prevent a mating pulled out coupler from falling to the roadbed and thereby becoming a hazard.

3. A total of only 3/8 inches of free contour slack exists between two new F Interlocking couplers; as opposed to 25/32 inches for two new Type E or Type E/F mated couplers. The result is an improvement in train handling actions.
4. Reduction in wear on head surfaces result in extended service life; due to control of vertical interface movements and less free contour slack.
5. Buff loads are distributed through the central column of the F Interlocking coupler.
6. When provided, the shank butt alignment shoulders assist in keeping the couplers centered and cars aligned under heavy buffing actions and slack run-in.
7. The vertical pin connection makes a more efficient assembly than possible with a crosskey.
8. Coupler locklift assembly provides a telltale visual means for determining that the coupler is securely locked.
9. A three-way anticreep feature prevents accidental uncoupling of the rotary bottom operating Type F coupler.

To meet varied service equipment arrangement needs, Type F couplers may be equipped with variant compatible shank designs and special features or fittings. For purposes of identification, each different coupler design is indicated by the assignment of a Catalog Number or ID No. Modifications to existing designs are indicated by the assignment of suffix letters to coupler Catalog Numbers or ID No.

Type F couplers are furnished with bodies, knuckles and locks of quenched and tempered Grade E steel.

Grade E material is identified by the letter E at the end of the item Catalog Number or ID No.

Specific design Type F couplers have been adopted by the AAR as Standards and Optional Standards for certain types of car service usage or to suit a given car geometry. These couplers are protected in Interchange service against improper replacement under AAR Rule 18. Certain variables of these coupler designs, having Special Features, have been approved by the AAR and assigned coded Identification Numbers. These Specials are covered by Rule 72 for replacement.

It is most essential that coupler effective length (coupling line to rear pivot point) and shank design are compatible with the other items of car draft assembly. Thus, couplers having non-AAR approved shank designs (including lengths) are not interchangeable on cars.

All Type F couplers have the No. 10-A contour at coupler mating lines. This contour includes all external vertical faces of the knuckle and body front faces and guard arm faces that meet and engage with an opposing coupler to couple adjoining cars. Type F couplers will couple with all other Type F couplers in Interchange Service.

Currently, practically all freight cars in the United States are equipped for bottom operating couplers. Therefore, unless specifically ordered as Top Operating, Type F couplers will have the top locklift hole cast closed and be fitted as Single Rotary Bottom Operating.

All of the Standard operating parts are interchangeable from one Type F coupler to another; except when the locklift arrangement precludes change in design of the locklift assemblies. The Type F operating parts are designed so that they will not fit into other Types of couplers, except as listed:

- C 10** Knuckles Pin—used in all AAR coupler Types.
- C 2** Retainer Pin—used in all AAR couplers with inverted knuckle pin.
- E 6A** Top Locklift Assembly—used only in top operating couplers.

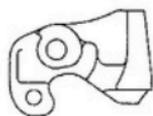
Type F Couplers and parts are governed by the following AAR Specifications and Interchange Rules:

- M-118** Knuckle Pins and Shank Connecting Pins
- M-201** General for Steel Castings
- S-172** Inspection & Maintenance on Cars
- M-211** Purchase and Acceptance
- M-212** Secondhand and Reconditioned
- Rule 18** Type F Couplers and Parts
- Rule 20** Yokes for Type F and E/F Couplers
- Rule 88** Couplers and Parts Required for Car Acceptance
- Rule 90** Couplers and Parts Prohibited in Interchange

Type F couplers require the use of a flexible coupler carrier due to the interlocking features of the head end. Vertical and horizontal coupler displacement is provided for in conjunction with the shank connecting pin.

The AAR 14-digit identification code for these couplers can be found in the index of this catalog.

Type F Coupler Operating Parts



F51AE
Knuckle



F41AE
Lock (bottom)



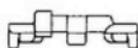
F45AE
Lock (Top)



F7
Locklift Assem.



F8A
Single Rotor



F10A
Rotor Eye
for double locklift



F9A
Double Rotor
for locklift

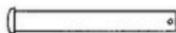
(F12A-Assembly)



E6A
Top Locklift
Assembly



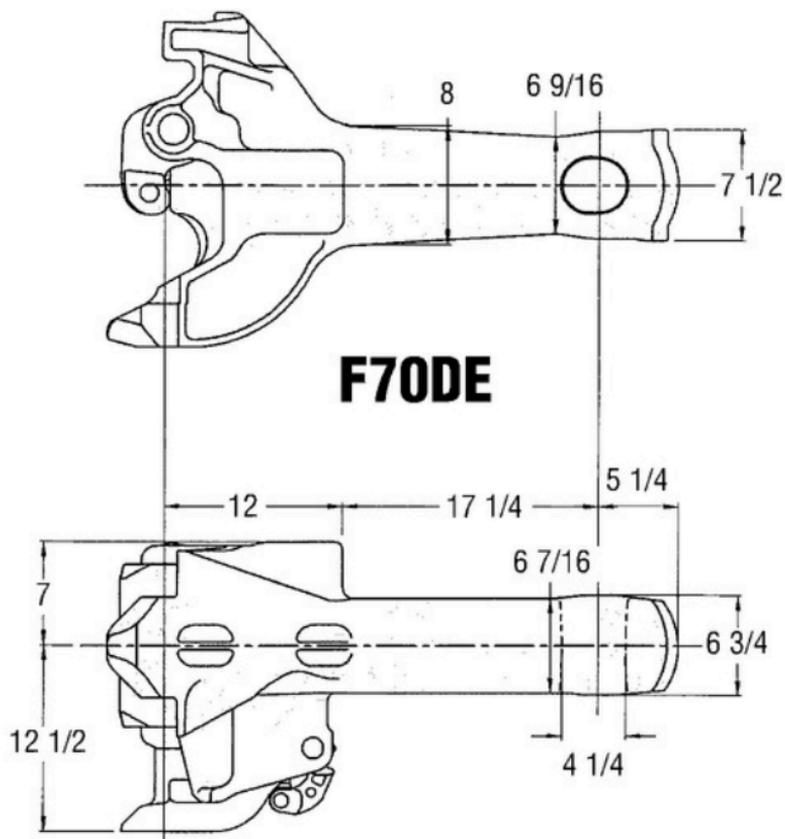
F31A
Knuckle
Thrower

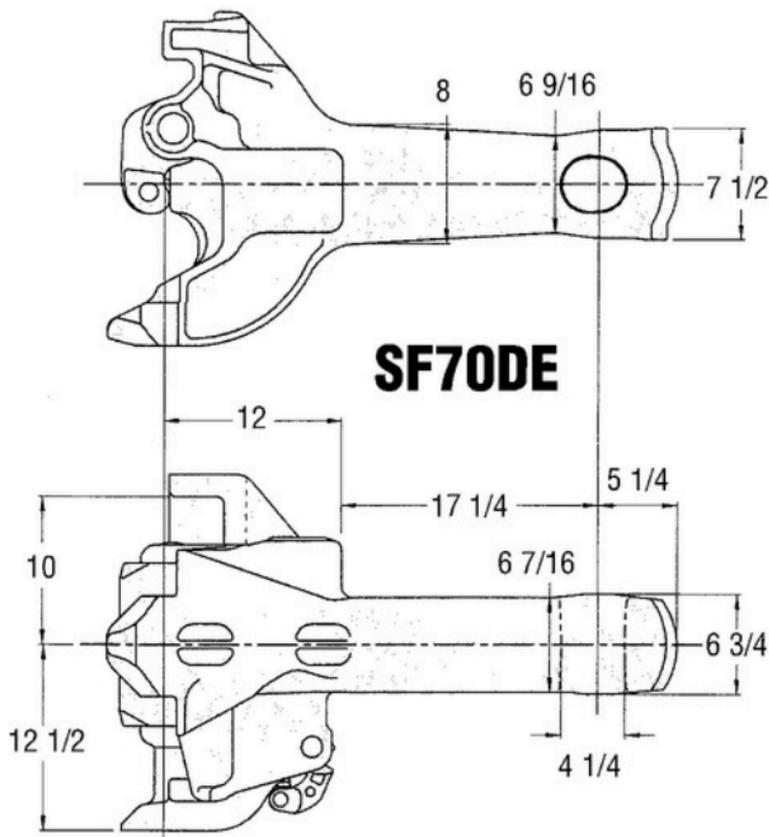


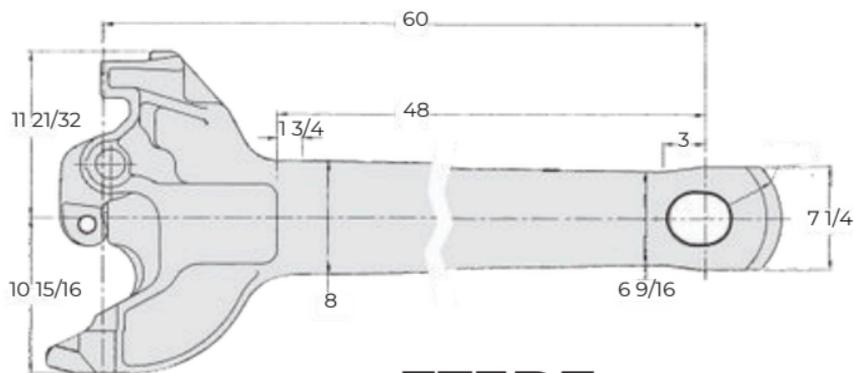
C10
Knuckle
Pivot Pin



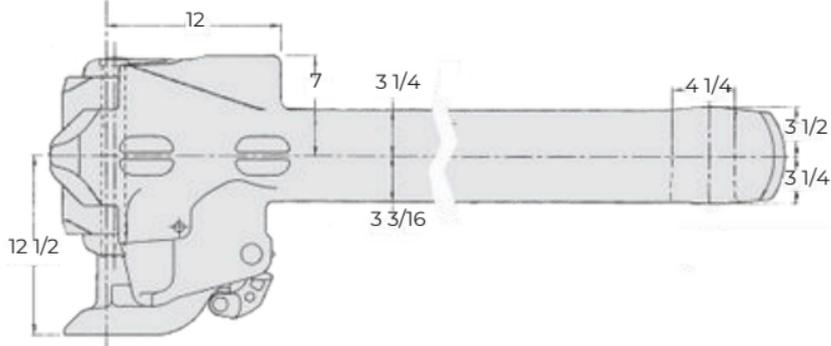
C2
Retainer Pin
(for Inverted
C10 Pin)

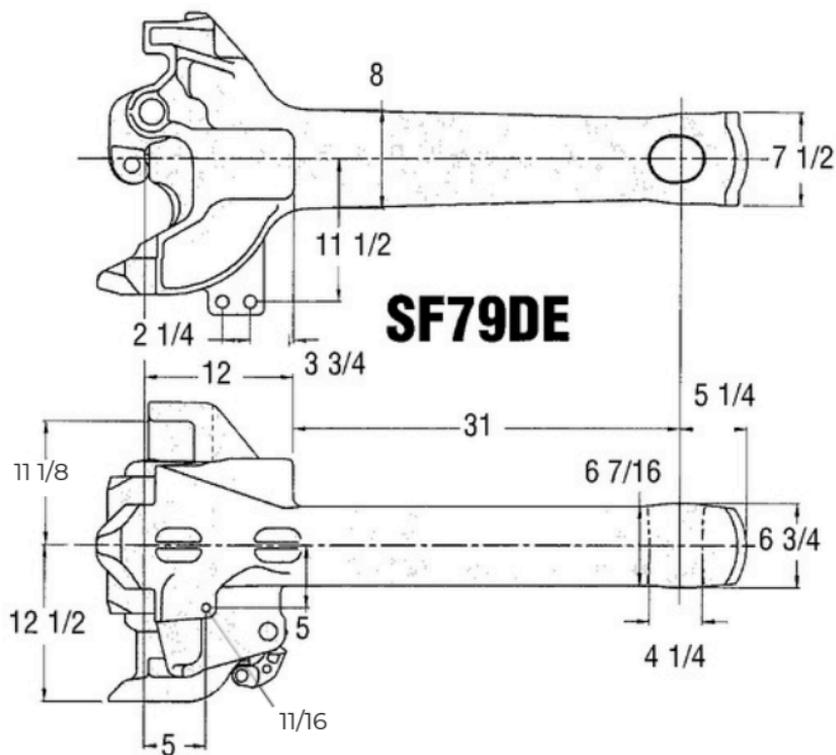


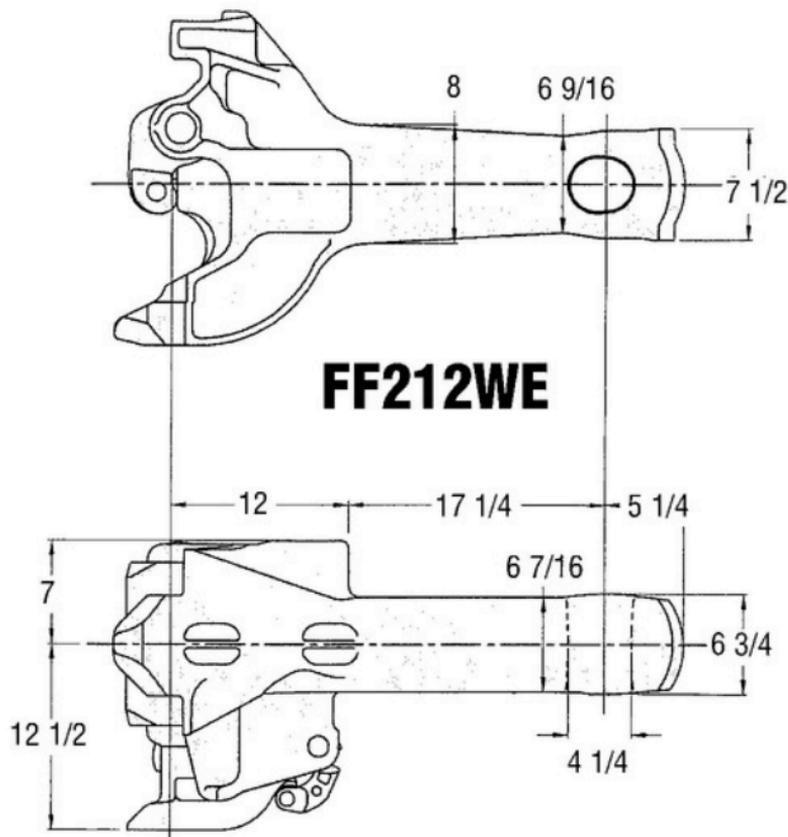


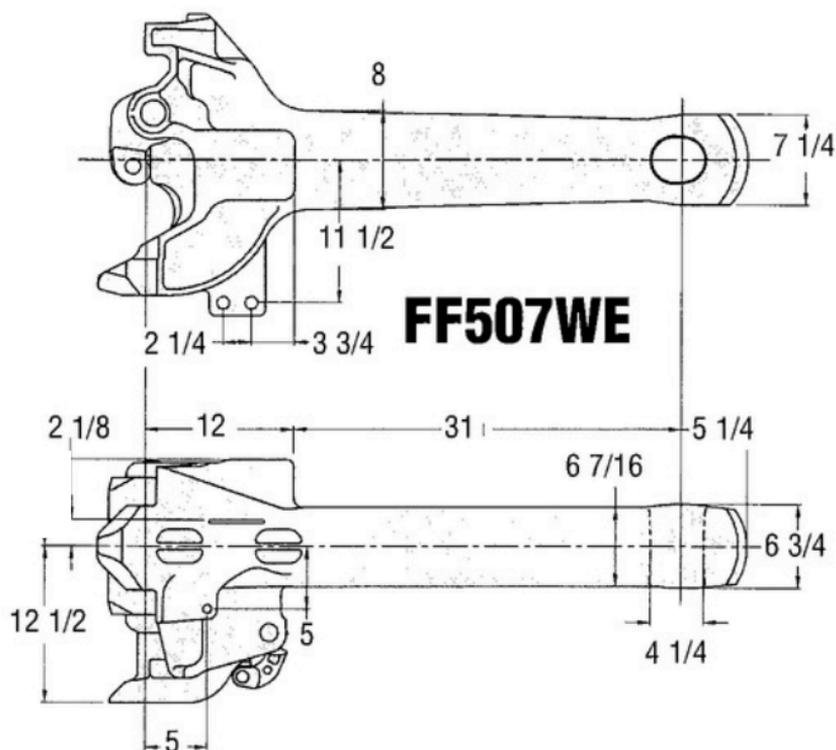


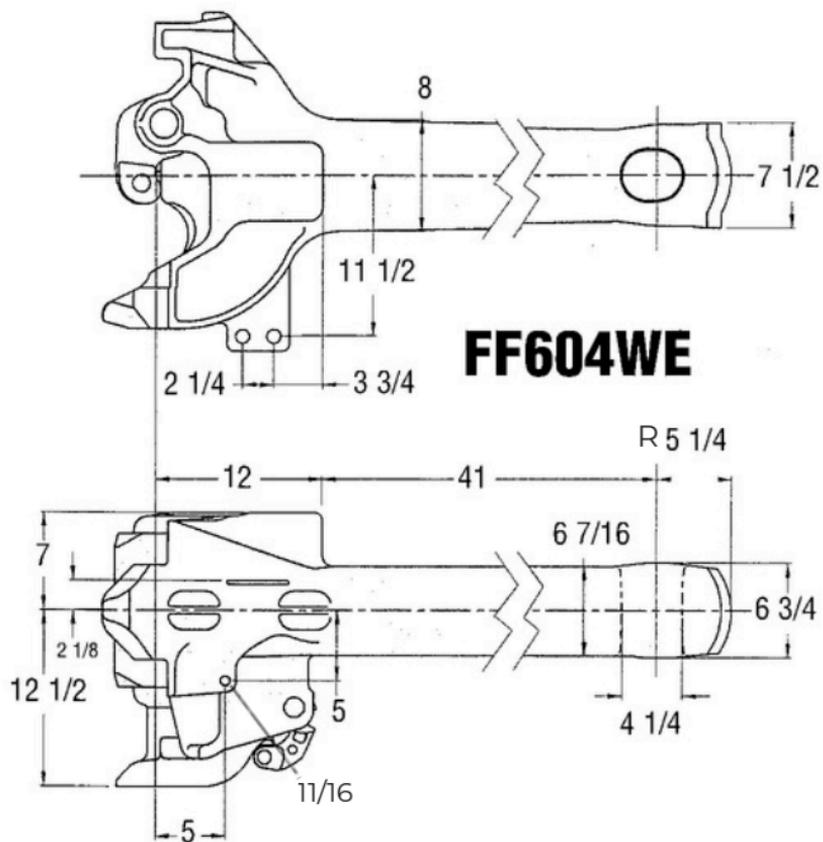
F73BE













Locomotive Couplers

Locomotive couplers are available with various alternate shank designs (styles). Coupler shank designs vary to suit the particular locomotive series coupler receptacle design.

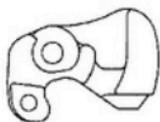
Vertical pin connection constitutes the Standard means of assembly of the coupler shank and locomotive coupler yoke or other type receptacle. Shank connecting pin holes are bored and bushed. Bushing diameters vary in size to suit the requirements of the locomotive shank receptacle.

Type E locomotive coupler operating parts are identical in design to those used in AAR Standard Type E couplers. Type F locomotive coupler operating parts are identical in design to those used in AAR Standard Type F couplers. Coupler bodies, knuckles and locks are furnished in quenched and tempered Grade E steel.

In general, locomotive couplers and parts are manufactured and furnished in accordance with the requirements of AAR Specifications M-2 01 and M -211. Governing AAR Inspection & Maintenance and Reconditioning specifications for Type E and F couplers and parts are for the most part applicable to Type E and F locomotive couplers and parts.

For additional information refer to the introduction in the section for Type E coupler, and Type F couplers.

Type E Locomotive Coupler Operating Parts



E50BE
Knuckle



E42BE
Lock (bottom)



E40AE
Lock (Top)



E24B
Locklift Assem.



E25B
Locklift Assem.



E2A
Hole Cap.



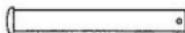
E2
Hole Cap.



E6A
Top Locklift
Assembly



E30A
Knuckle
Thrower

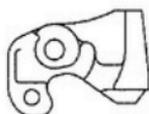


C10
Knuckle
Pivot Pin



C2
RetainerPin
(for Inverted
C10 Pin)

Type F Locomotive Coupler Operating Parts



F51AE
Knuckle



F41AE
Lock (bottom)



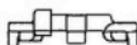
F45AE
Lock (Top)



F7
Locklift Assem.



F8A
Single Rotor



F10A
Rotor Eye
for double locklift

F9A
Double Rotor
for locklift

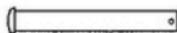
(F12A-Assembly)



E6A
Top Locklift
Assembly



F31A
Knuckle
Thrower



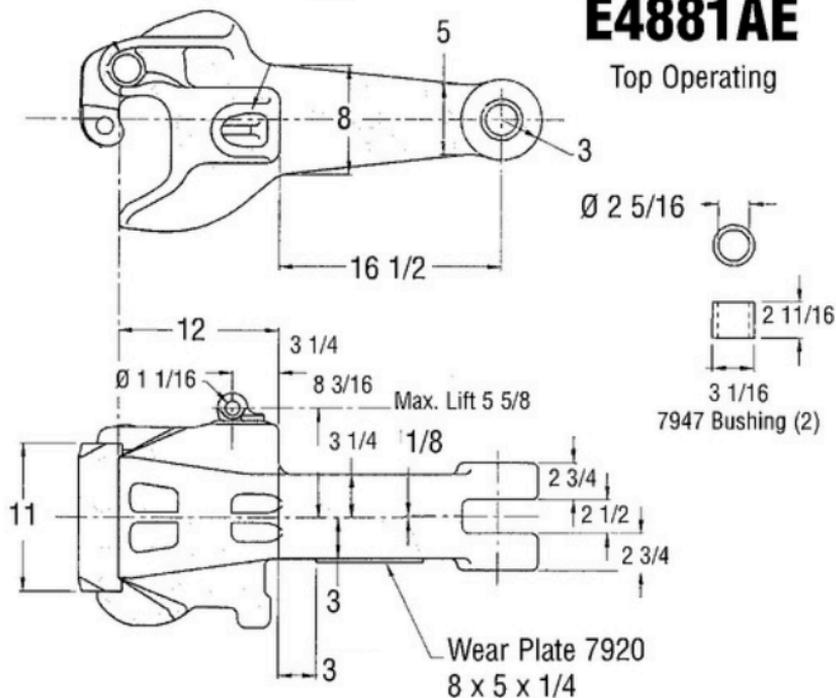
C10
Knuckle
Pivof Pin



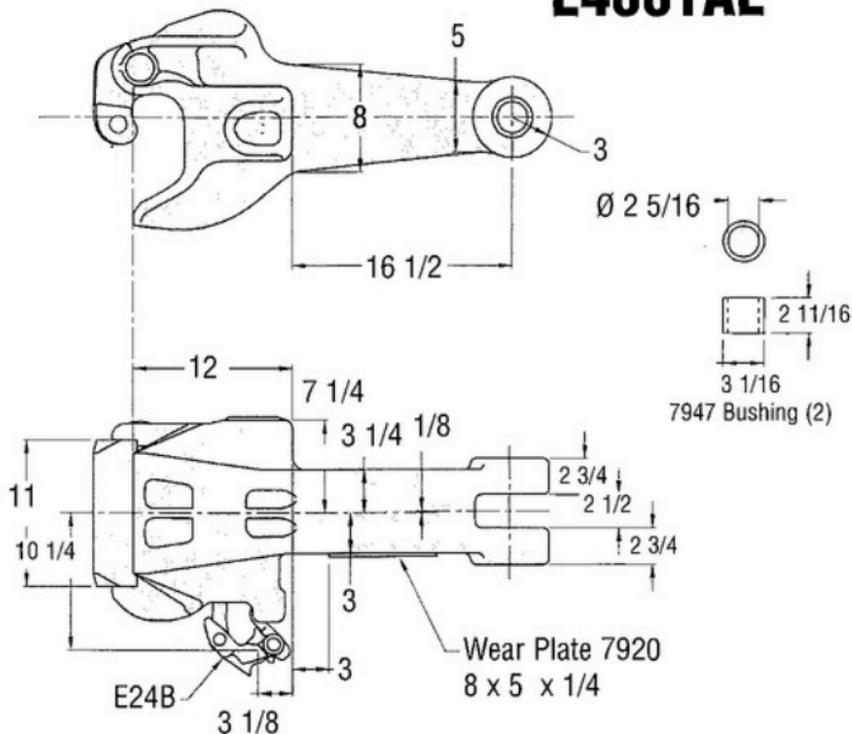
C2
Retainer Pin
(for Inverted
C10 Pin)

E4881AE

Top Operating

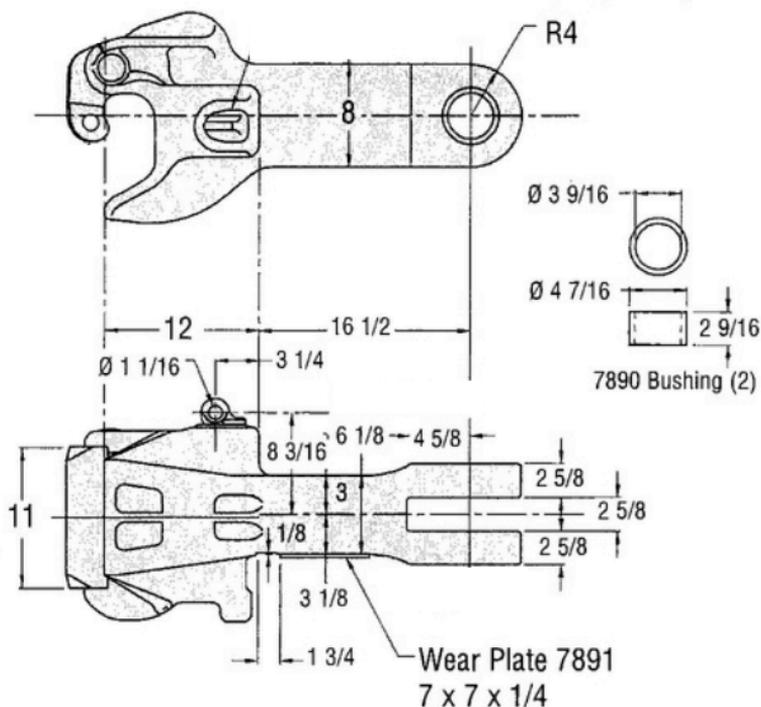


E4881AE

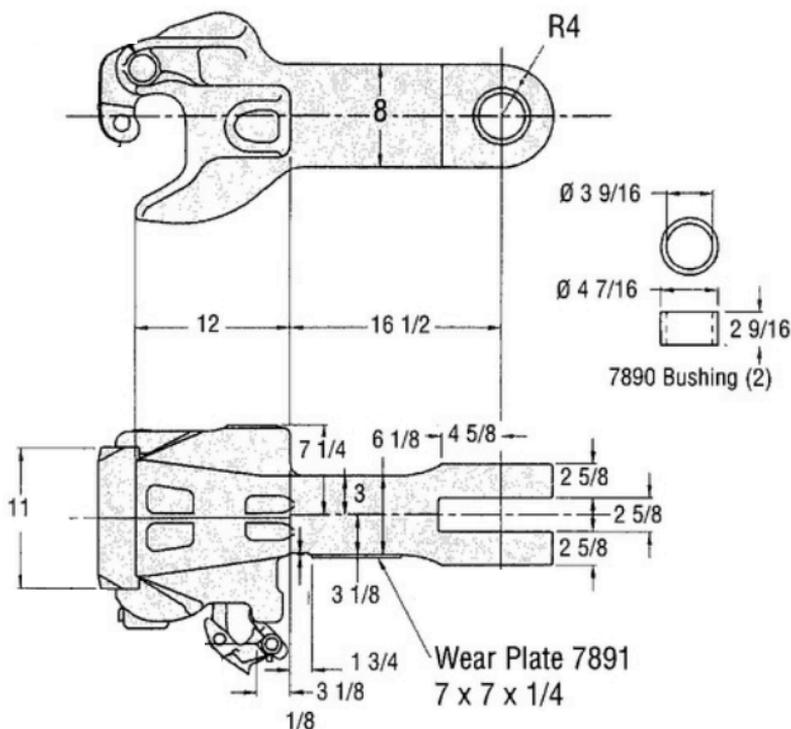


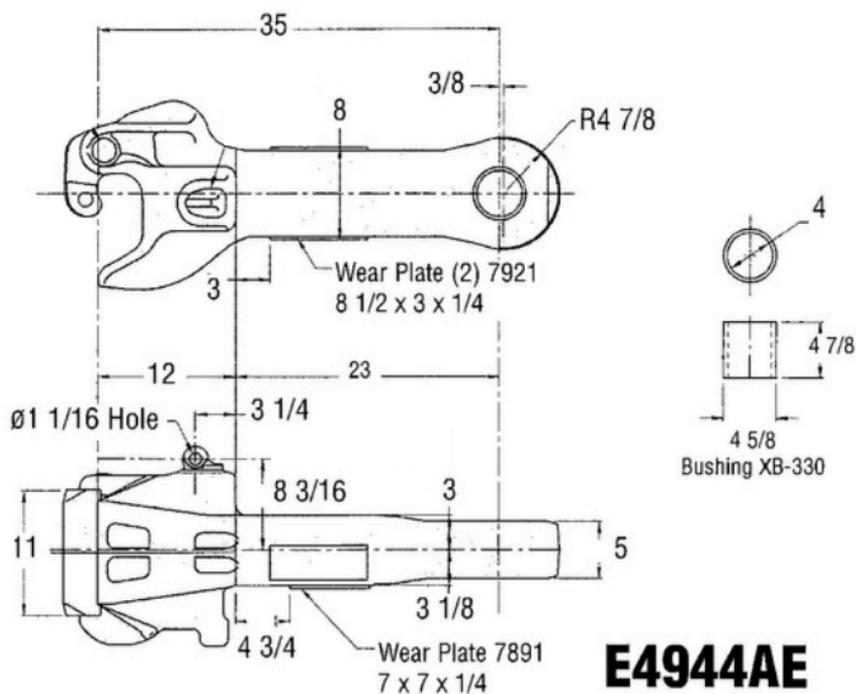
E4888AE

Top Operating



E4888AE

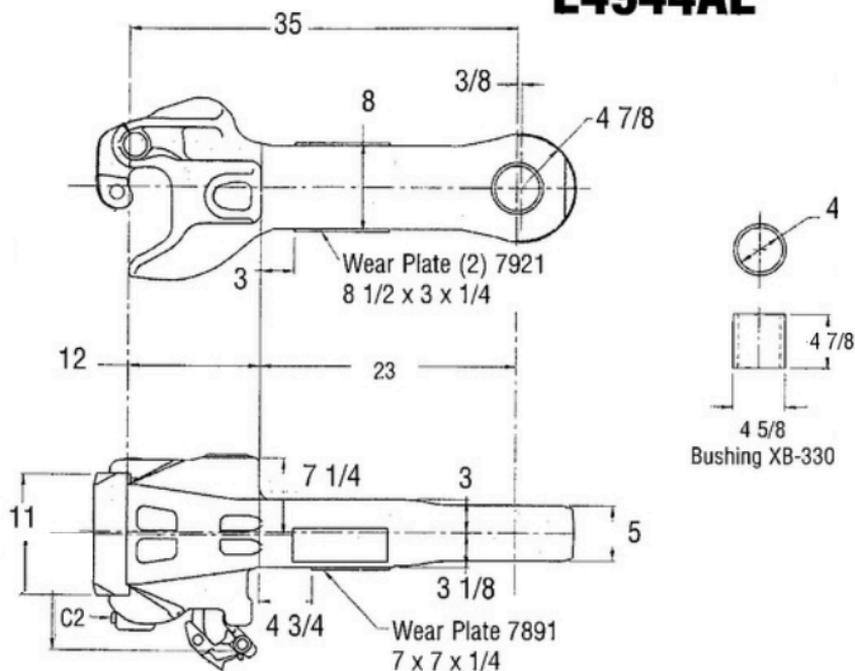




E4944AE

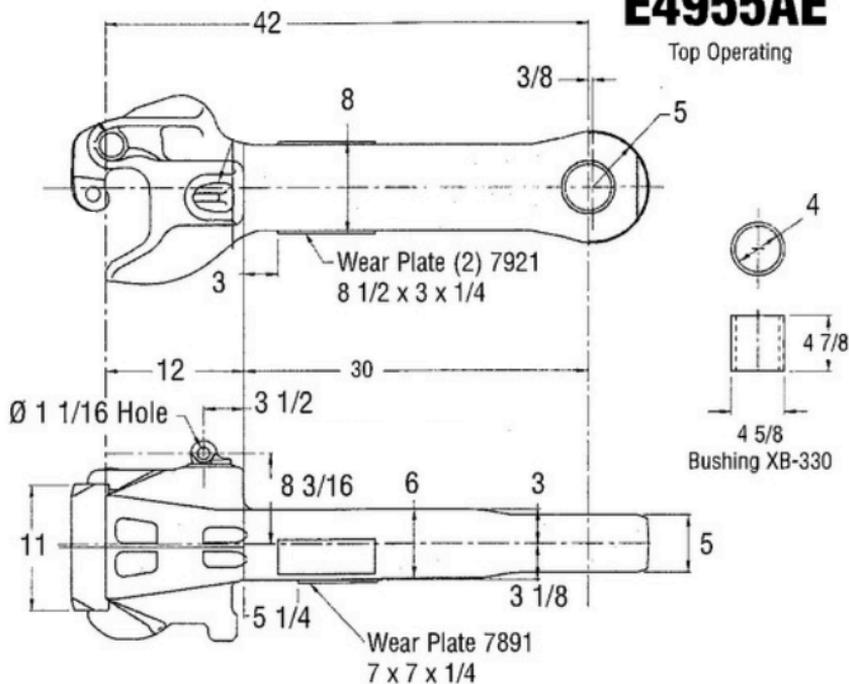
Top Operating

E4944AE

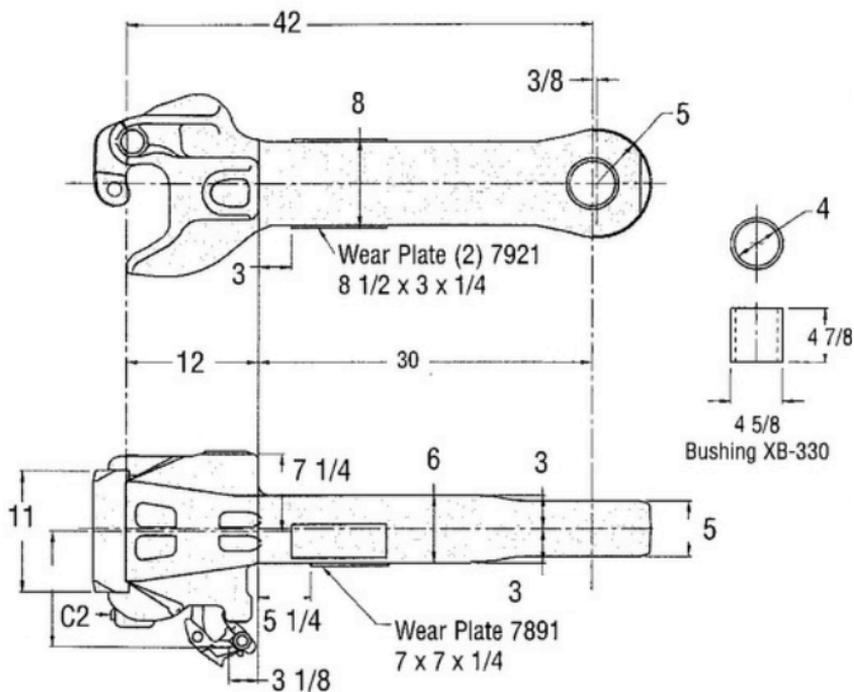


E4955AE

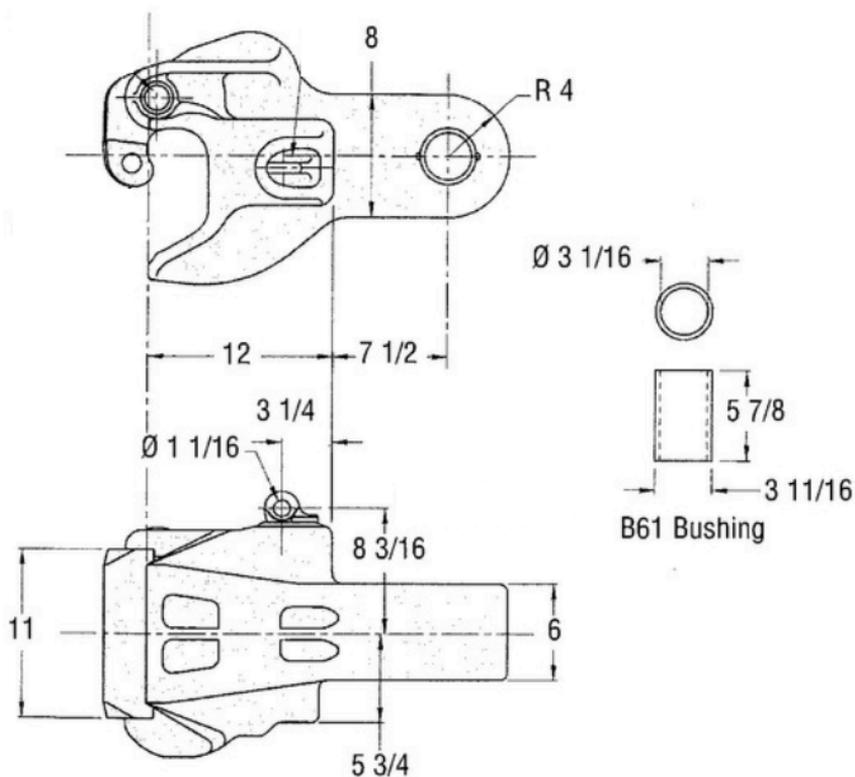
Top Operating



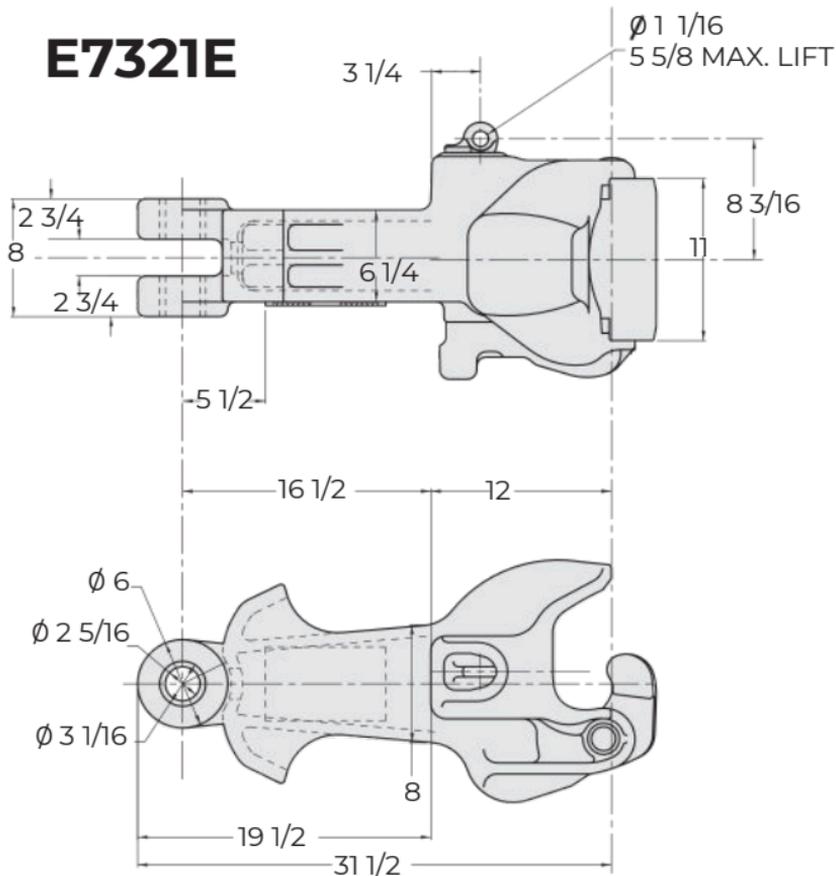
E4955AE



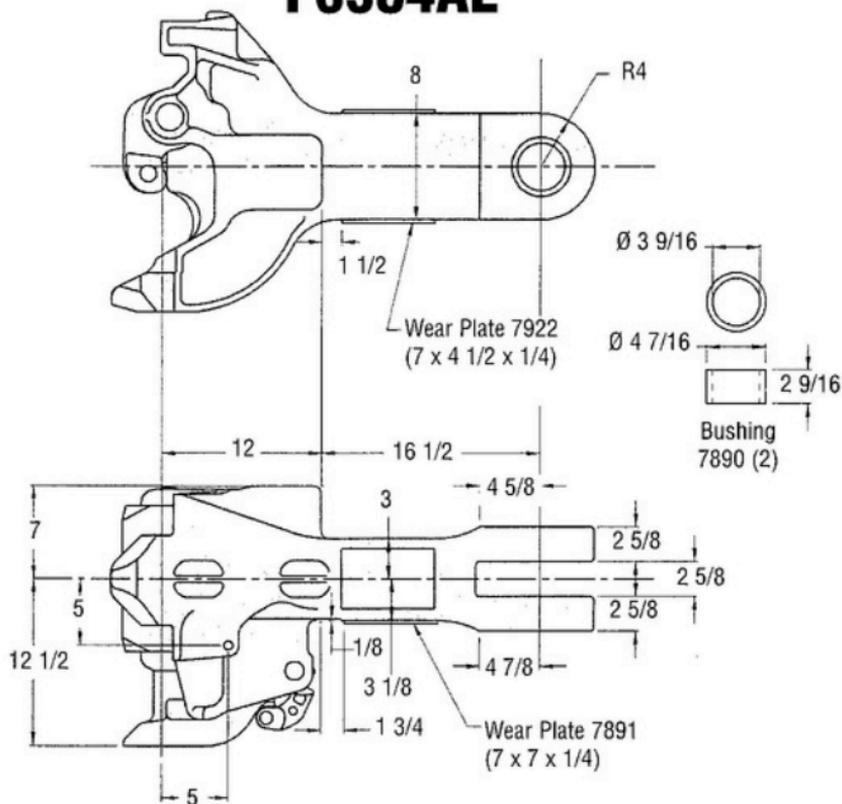
E66AE



E7321E



F8504AE





Type H Couplers

Type H Couplers for Passenger Equipment

The H Tightlock coupler constitutes the Standard Coupler for passenger equipment in North America. Type H couplers provide for increased security when they are coupled to like couplers. They provide more positive engagement when coupling at slow speeds and have a greater lateral gathering range to facilitate coupling.

All the important and engaging surfaces are machine finished to closely control dimensional tolerances. A secure positive locking means is gained and results in the elimination of play, or slack, between mating surfaces.

The coupler body and other components are supplied in either AAR Grade C or E while the lock is only supplied in Grade E.

Type H coupler components, with few exceptions, are applicable only to Type H couplers.

The Purchase and Acceptance of the H Couplers is governed by the APTA RP-M-003-98 Specification, which References the following specifications:

AAR M-118	Knuckle Pins
AAR M-201	General for Steel Castings
APTA RP-M-002-98	Inspection and Maintenance on Cars
AAR M-211	Purchase and Acceptance

Type H Coupler Operating Parts



**H50BE
H50BC
Knuckle**



**H40AE
H40AC
Lock**



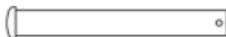
**H30A
Knuckle
Thrower**



**H15A
BS15A
Single
Locklift
Assembly**



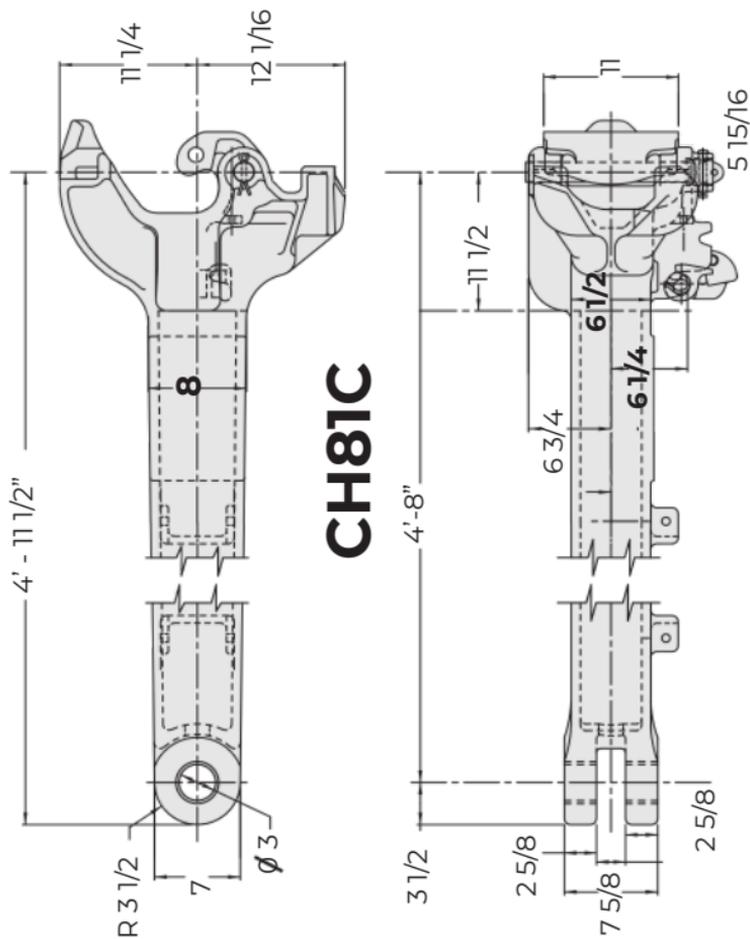
**H16A
Double
Locklift
Assembly**

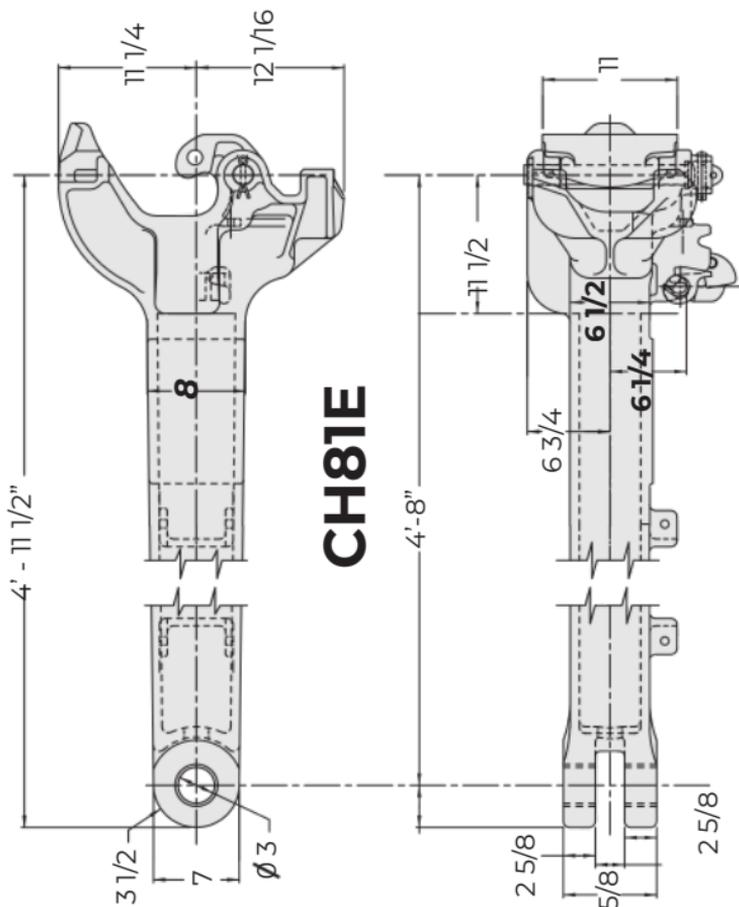


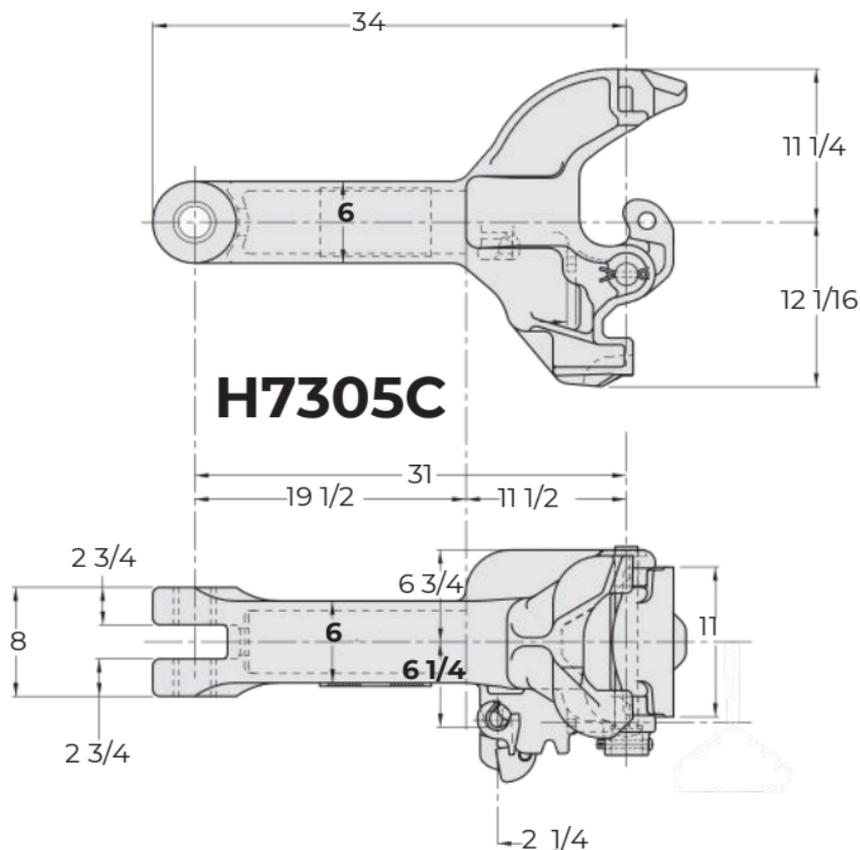
**C10
Knuckle
Pivot
Pin**

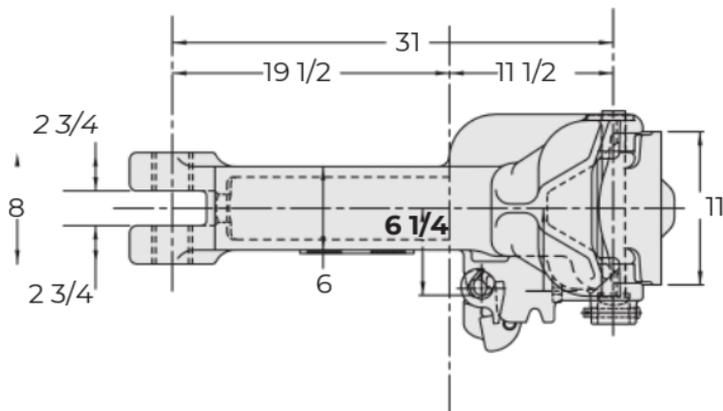
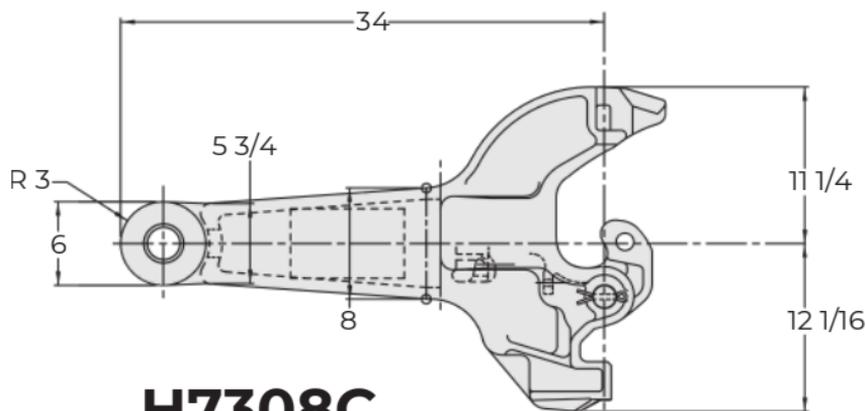


**C2
Retainer Pin
For Inverted
C10 Pin**

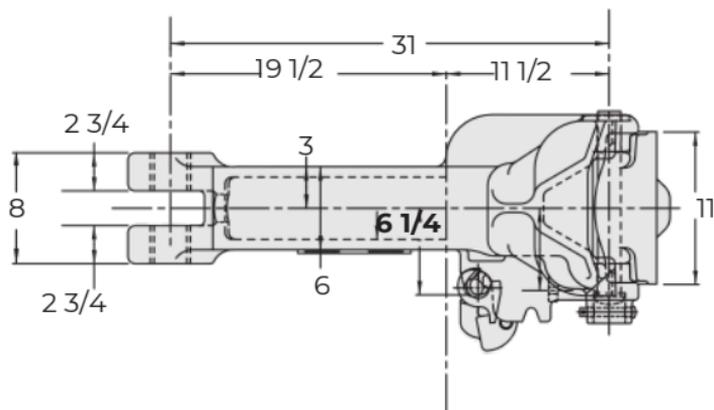
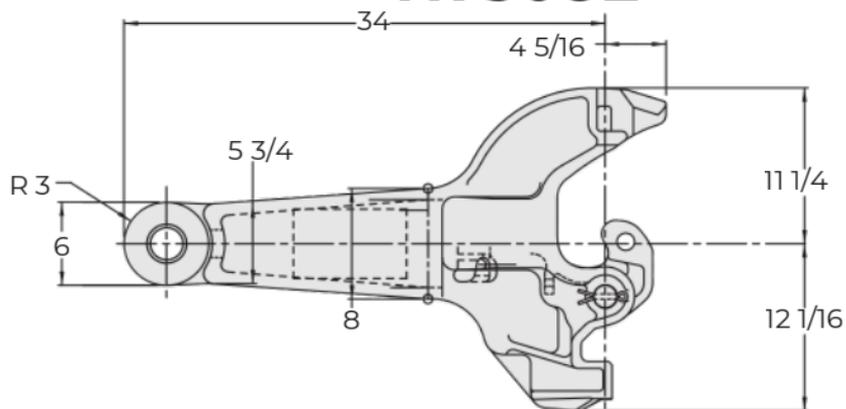




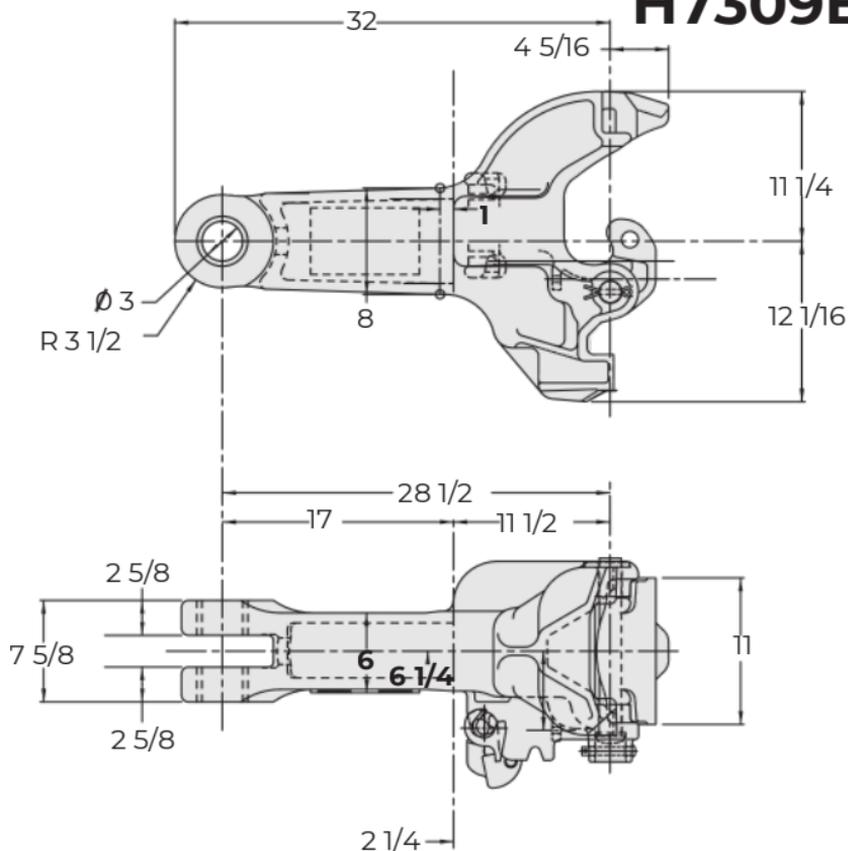




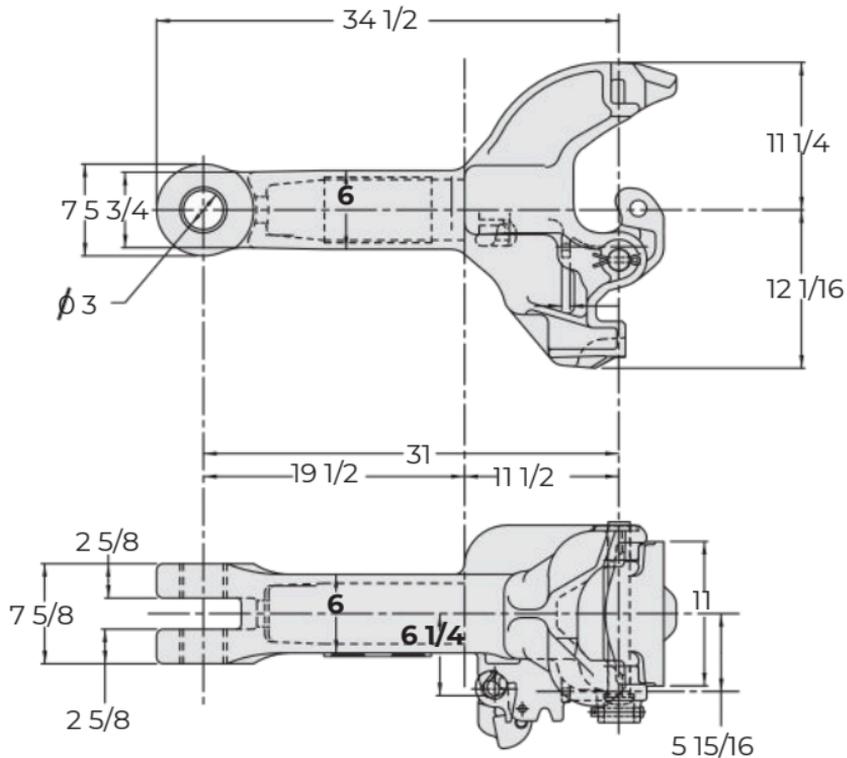
H7308E



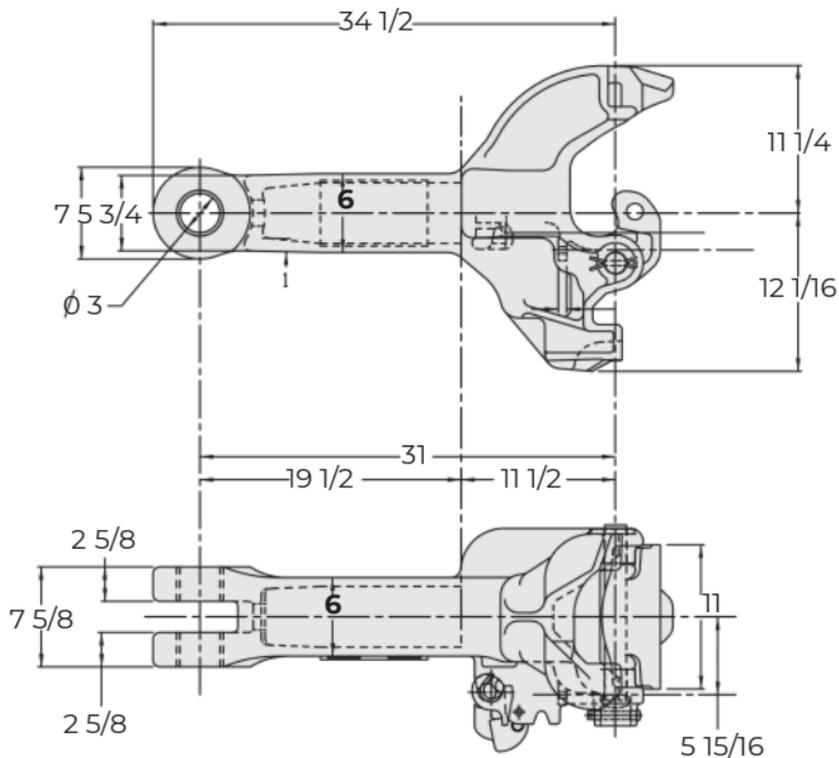
H7309E



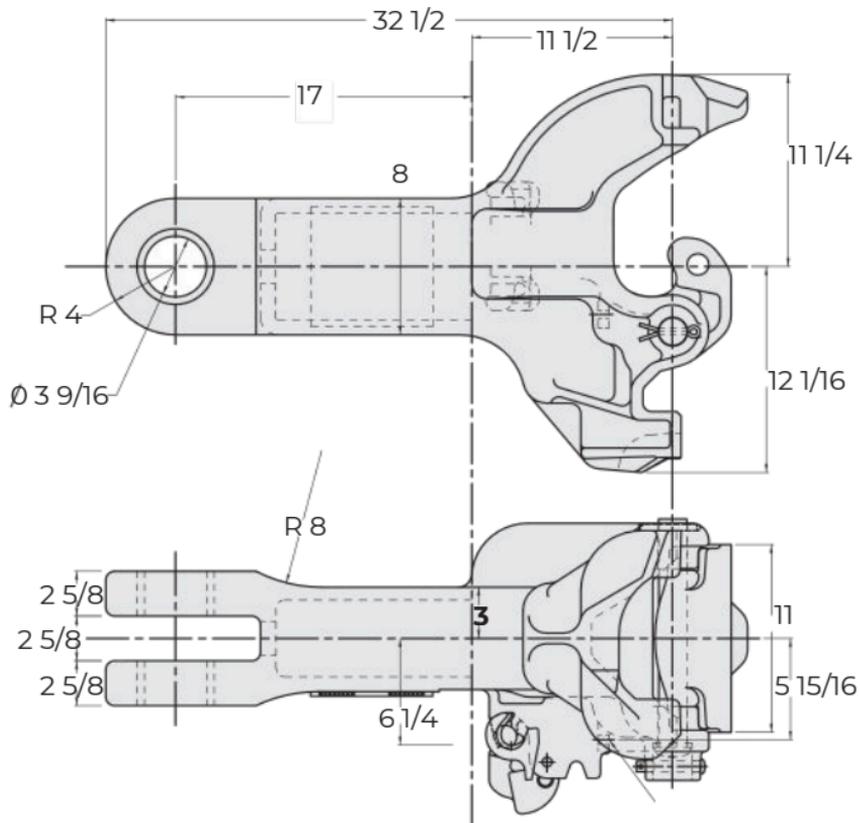
H7310C



H7310E



H8302E





Interlocking Rotary Couplers for Rotary Dump Cars



Rotary Couplers are equipped with the F head design and a rotary shank design. The rotary shank design allows the coupler to revolve a full 360 degrees within the specially designed rotary yoke, which along with all of its interior components, is also available from M&T. The rotary system has several outstanding features to add value and longevity to your car.

- 1) Coupler and Yoke assembly will fit in a standard car pocket and use a standard Type F striker and carrier. There is no need for specialty car construction with these parts, so they can be interchanged with standard F couplers and yokes as needed depending on the usage of the car.
- 2) Coupler butt ends are flame-hardened to reduce wear and extend coupler life
- 3) Type F coupler head is standard and takes standard parts. The same knuckles and pins can be used in each end of the car.
- 4) Anti-gravity lock keeps coupler from becoming unlocked during rotary operation.

- 5) The rotary follower block uses a centering design which works with the butt end design of the coupler to keep the coupler butt correctly aligned in the pocket.
- 6) The rotary shank has a cross section designed to provide smooth rotary action and eliminate binding during operation.
- 7) The rotary shank has a larger cross-sectional area than a standard F Type coupler. This increases coupler life.

For purposes of identification, each different coupler design is indicated by the assignment of a Catalog or ID No. Modifications to existing designs are indicated by the assignment of suffix letters to the coupler Catalog or ID Numbers.

Rotary Couplers are furnished with bodies, knuckles and locks of Grade E steel.

Grade E material is identified by the letter E at the end of the item Catalog No. or ID No.

All Rotary Couplers have the No. 10-A contour at coupler mating lines. This contour includes all external vertical faces of the knuckle and coupler front faces and guard arm faces that meet and engage with an opposing coupler to couple adjoining cars. Rotary couplers will couple with all other couplers in Interchange Service.

Rotary Couplers are fitted with an anti-gravity lock, which has the same external dimensions as a standard Type F lock, but uses an anti-gravity finger

to hold the lock in place during rotary operation. The coupler is operated in the normal way when it has been returned to the upright position.

Due to the necessity of the anti-gravity lock, Rotary Couplers cannot be fitted as Top Operating couplers. All Rotary Couplers will be supplied as Bottom Operating.

All of the standard operating parts are interchangeable between Rotary Couplers and Type F Couplers, with the exception of the coupler lock.

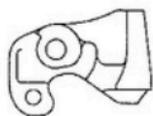
Rotary couplers are governed by the following AAR Specifications and Interchange Rules:

M-118	Knuckle Pins and Shank Connecting Pins
M-201	General for Steel Castings
S-172	Inspection and Maintenance on Cars
M-211	Purchase and Acceptance
Rule 18	Type F Couplers and Parts
Rule 88	Couplers and Parts for Reconditioned Car Acceptance
Rule 90	Couplers and Parts Prohibited in Interchange

Rotary couplers, similar to Type F Couplers, require the use of a flexible coupler carrier due to the interlocking features of the coupler head. This carrier provides for vertical coupler displacement, in conjunction with the coupler/yoke pin.

The AAR 14-digit identification code for these couplers can be found in the index of this catalog.

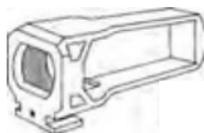
FR205 Rotary Coupler Operating Parts



F51AE
Knuckle



FR41AE
Lock (Anti-Gravity)



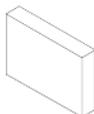
52172-1
Yoke



F7
Locklift Assem.



38080-2
Connector



Y44AE
Follower



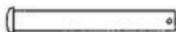
38080-3
Coupler
Yoke Pin



RCPR01
Pin Retainer
Assembly



F31A
Knuckle
Thrower



C10
Knuckle
Pivot Pin



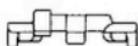
C2
Retainer Pin
(for Inverted
C10 Pin)



016MP-A30181
Rotary Locklift
Assembly



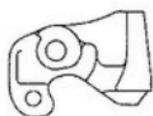
F8A
Single Rotor



F10A
Rotor Eye
for double locklift

F9A
Double Rotor
for locklift

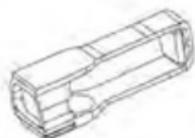
FR209 Rotary Coupler Operating Parts



F51AE
Knuckle



FR41AE
Lock (Anti-Gravity)



RY60267
Yoke



F7
Locklift Assem.



RC50455
Connector



RF50496
Follower



RCP30136
Coupler Yoke
Pin



RCPR01
Pin Retainer
Assembly



F31A
Knuckle
Thrower



C10
Knuckle
Pivot Pin



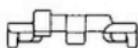
C2
Retainer Pin
(for Inverted
C10 Pin)



O16MP-A30181
Rotary Locklift
Assembly

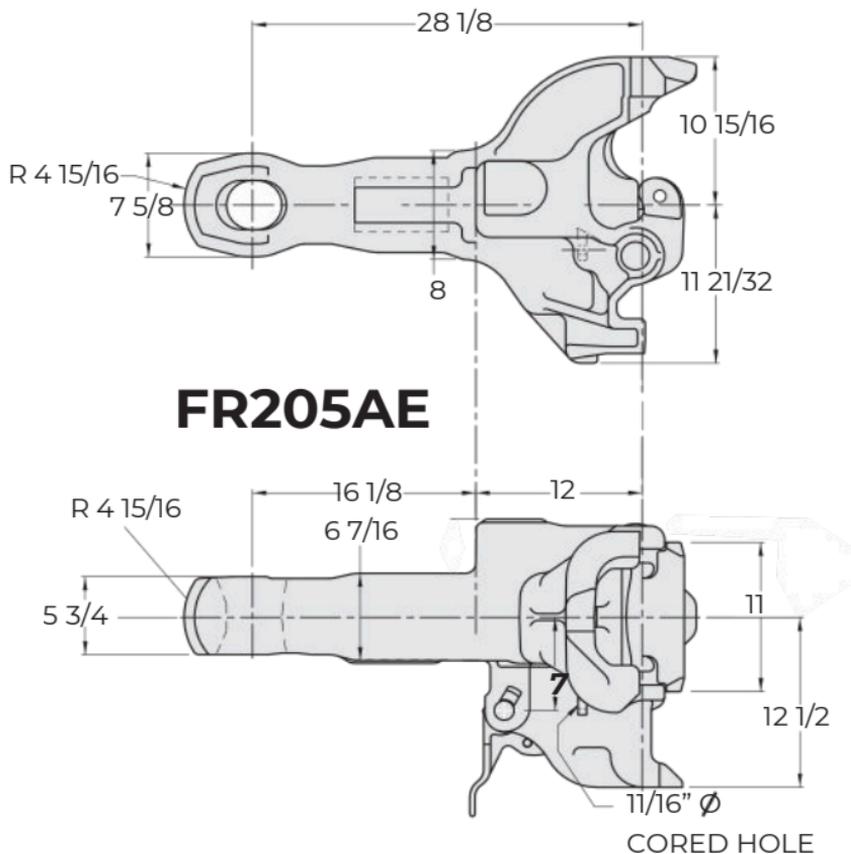


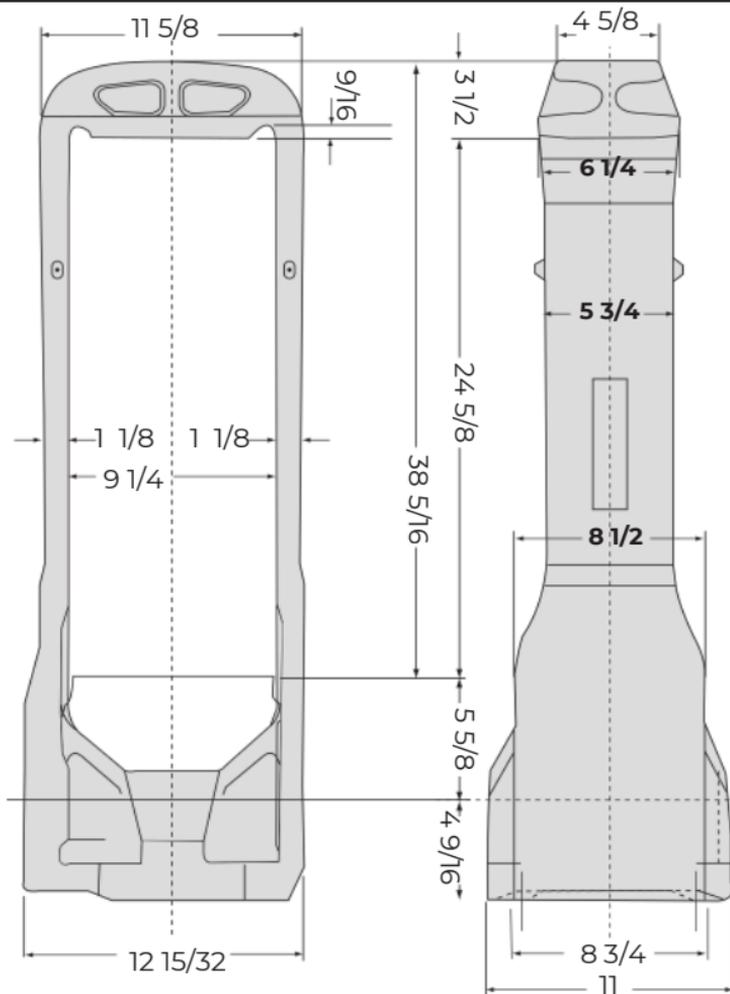
F8A
Single Rotor



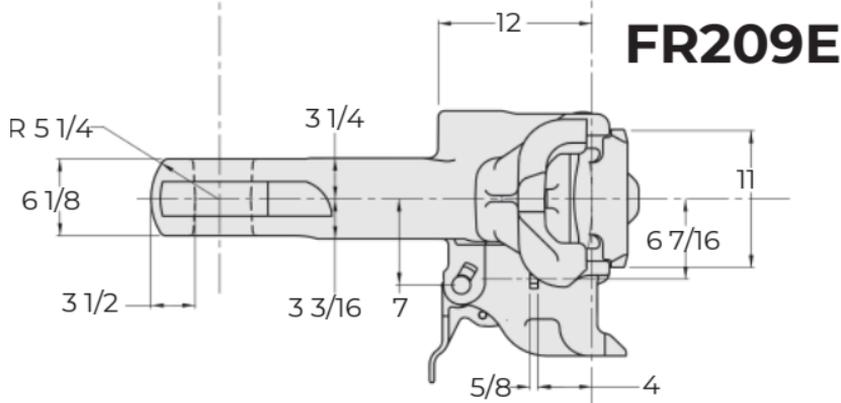
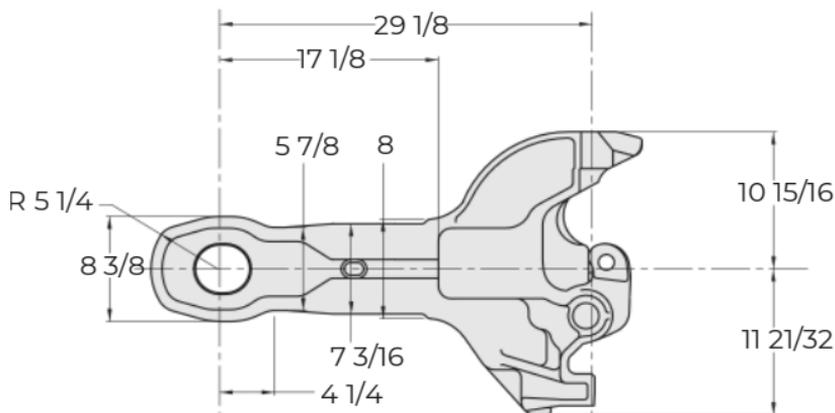
F10A
Rotor Eye
for double locklift

F9A
Double Rotor
for locklift

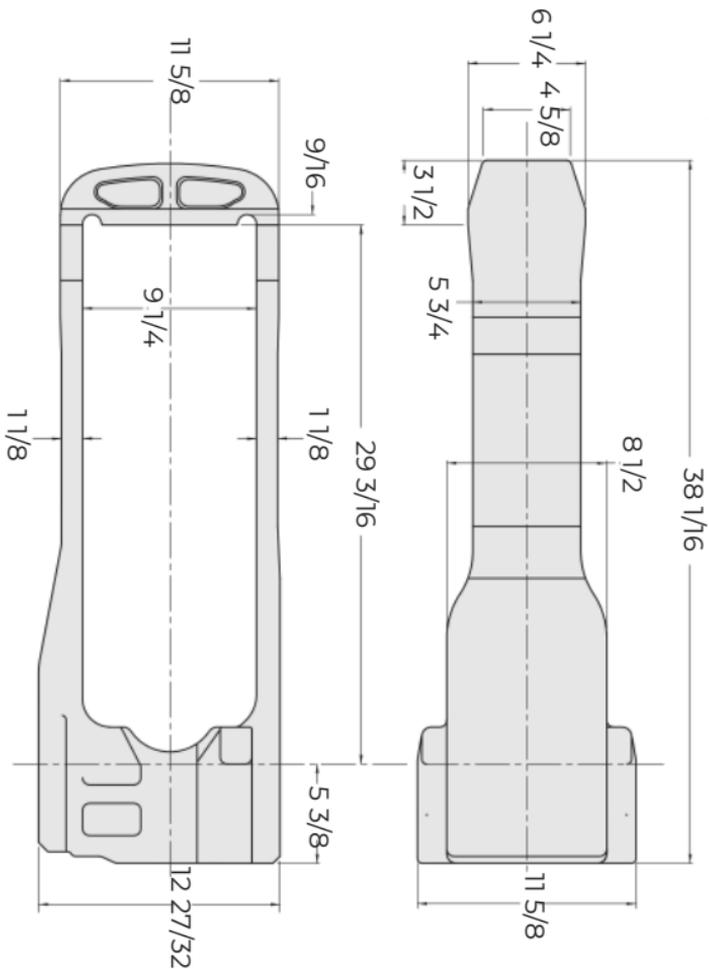




52172-1



RY60267





BNSF
473873



BNSF
473873

Freight Car Coupler Yokes



Coupler yokes serve the purpose of forming a pocket for the draft gear and maintaining the gear in proximity to the rear end of the coupler, so that forces applied to the coupler head are dampened by the gear. In standard freight car draft arrangements, a rectangularly shaped block of steel is interposed between the butt of the coupler shank and the front working-end of the draft gear. This steel block extends crosswise through the front end of the yoke gear pocket and is termed the front follower. The relative positions of the front follower and draft gear to the coupler butt are maintained due to the securement of the yoke to the coupler shank by a connecting key, or pin.

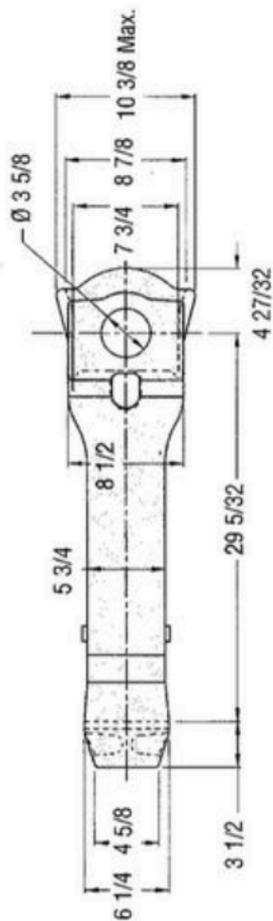
The yoke design is predicated on the draft gear and coupler shank end. The yoke draft gear pocket must be compatible in length to the gear length and travel afforded by the gear. The shape of the front end of the yoke must be suited to receive the butt end of the coupler shank with proper provision for the connection of these two items. Thus, different yokes are required to fit with each major design of coupler shank butt.

Coupler yokes are furnished in quenched and tempered Grade E steel. Front follower blocks are furnished in Grade E steel or an equivalent material. Catalog numbers suffix letter at the end of the catalog number indicates Grade E steel.

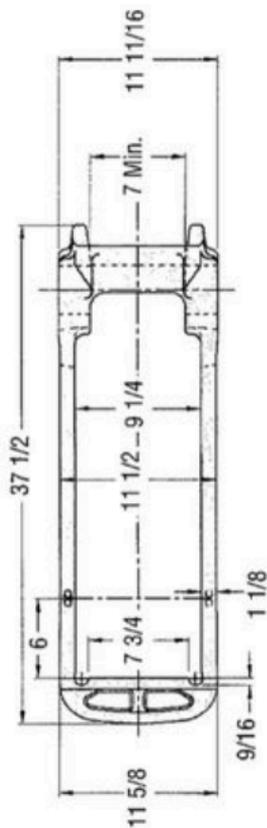
Grade E steel coupler yokes must be used with Grade E couplers.

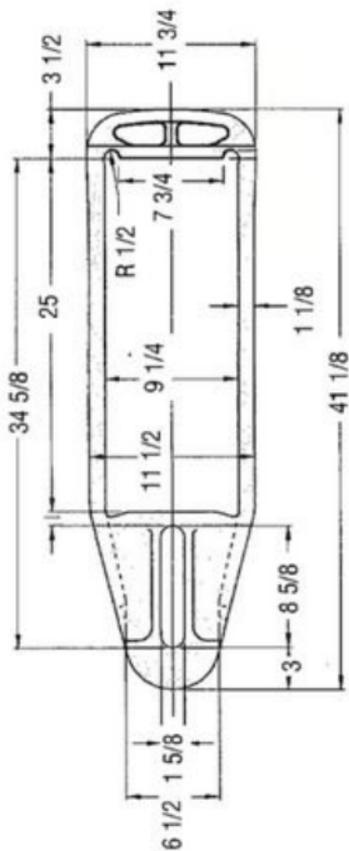
The following AAR Specifications and Interchange Rules govern coupler yokes:

M-205	Design Test Requirements
M-201	Steel Castings, General
M-211	Purchase & Acceptance
M-212	Secondhand Reconditioning
Rule 19	Type E Coupler Yoke
Rule 20	Types E/F and F Coupler Yokes
Rule 21	Front Follower Blocks
Rule 90	Prohibited Coupler Yokes

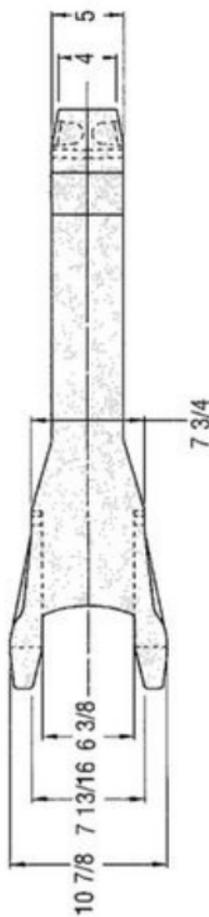


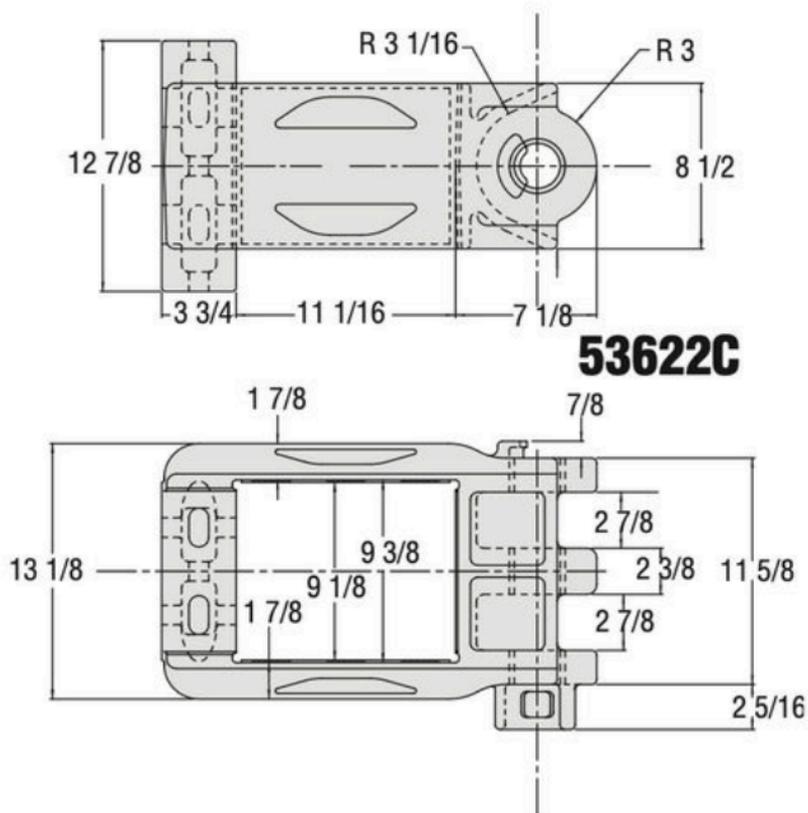
Y45AE

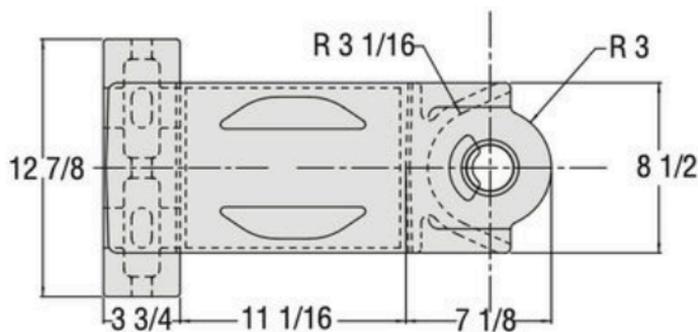




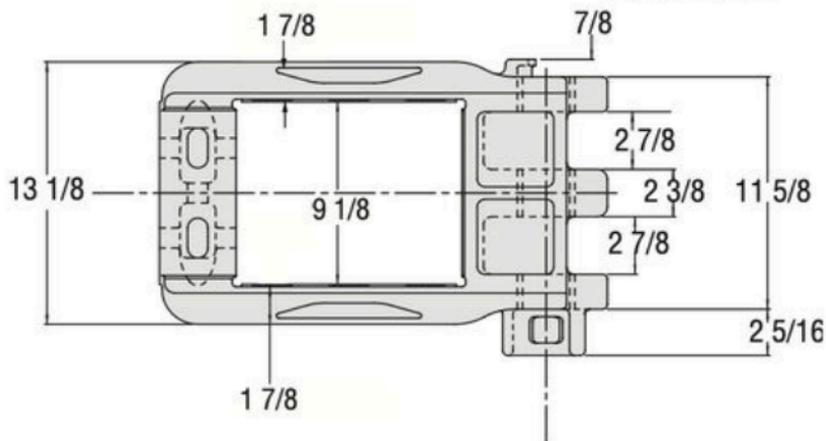
SY40AE



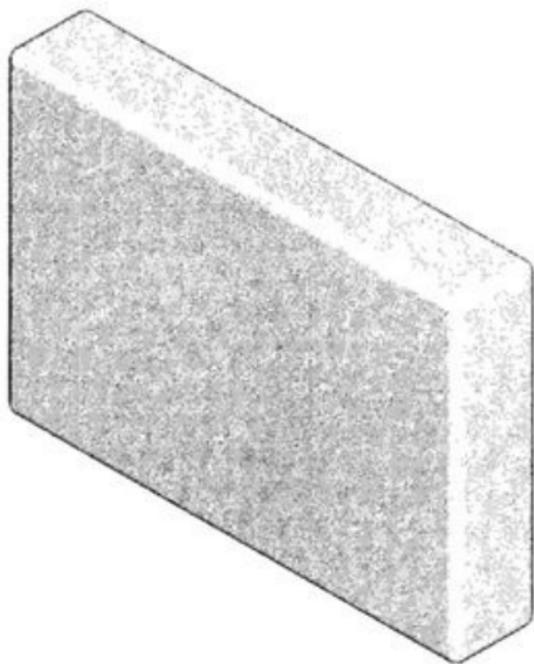




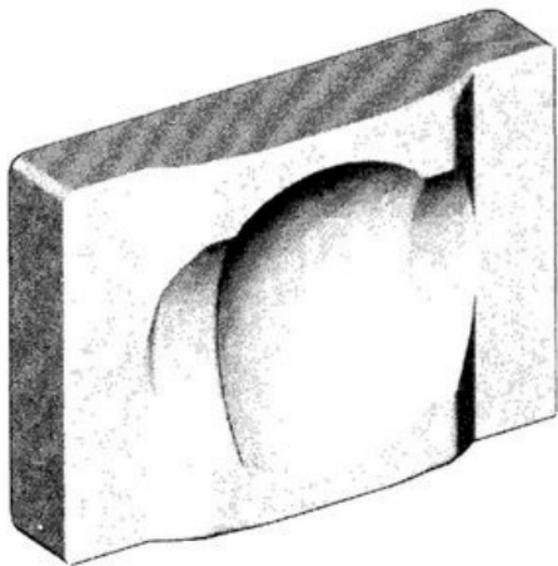
53622E



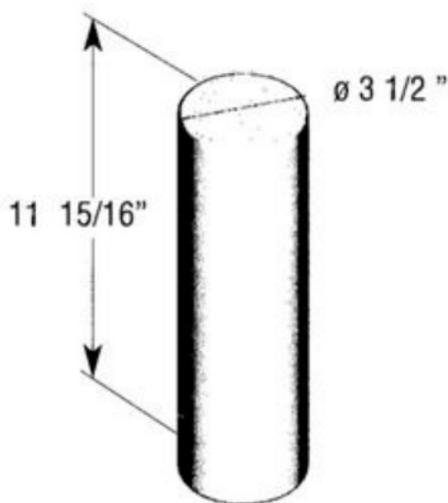
Y44AE Follower

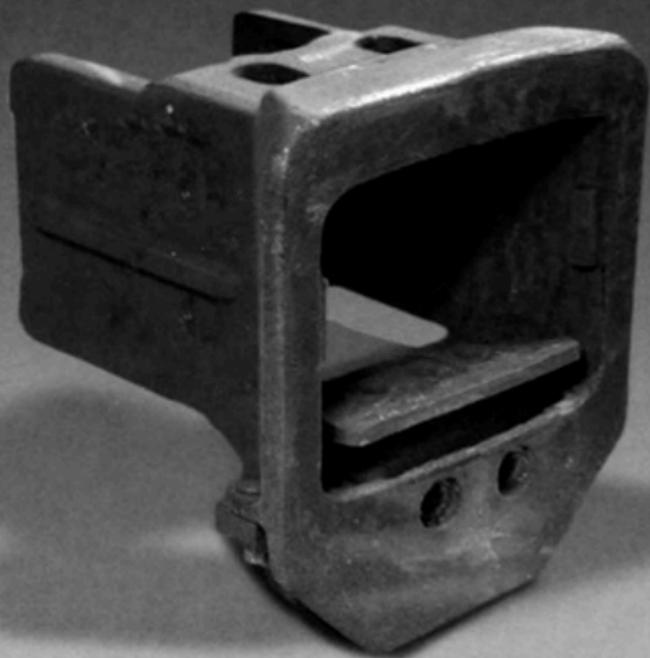


Y46AE Follower



Y47 Coupler & Yoke Pin

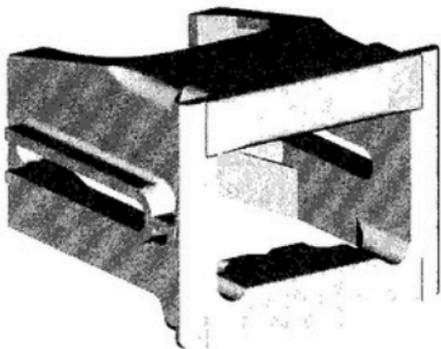




MT2 Striker Casting

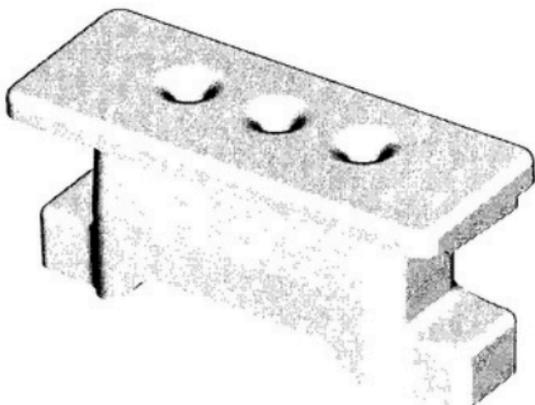
The MT2 Striker is used with an "F" or "E/F" coupler. The striker incorporates the front draft lugs of the draft pocket. The casting is designed to withstand 900,000 lbs of draft loading and 1,250,000 lbs of buff loading when welded according to M&T's welding procedure.

MT15, MT151 Striker Castings

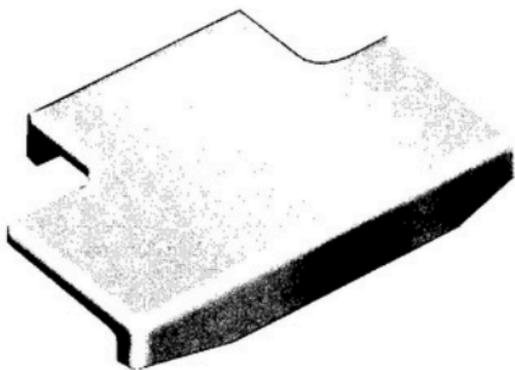


The MT-15 and MT-151 strikers are used with "E" couplers. The MT-15 striker has machined draft lugs. The MT-151 has machined draft lugs with machined weld chamfers on each draft lug for additional strength.

C1AF Striker Coupler Carrier



Manganese Coupler Carrier Wear Plate

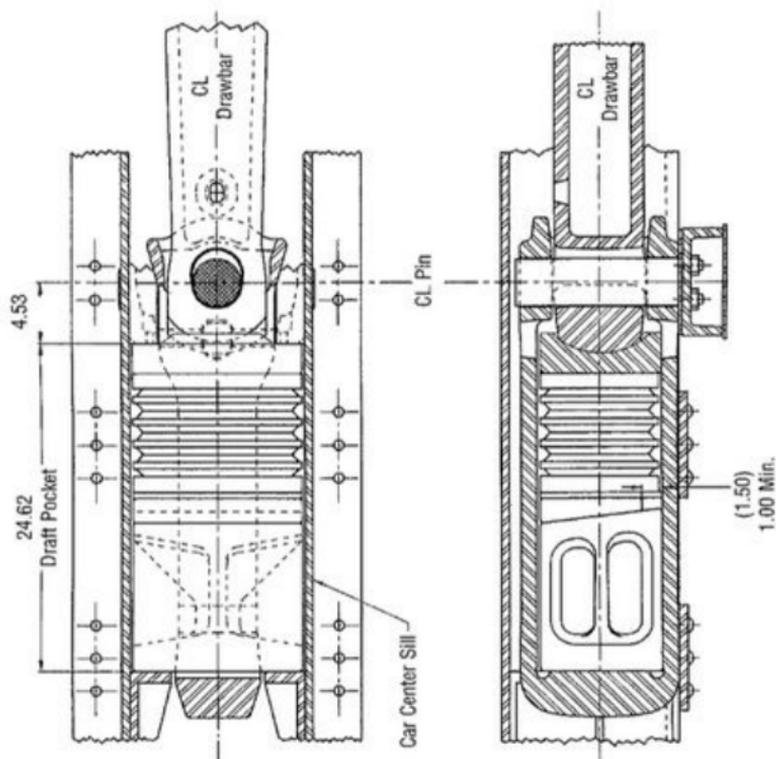


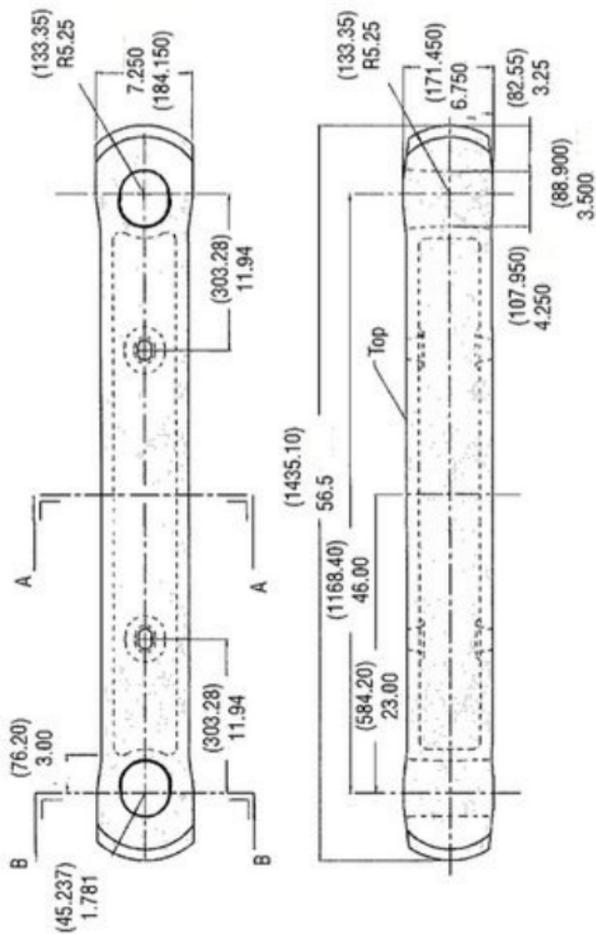


M & T Drawbars

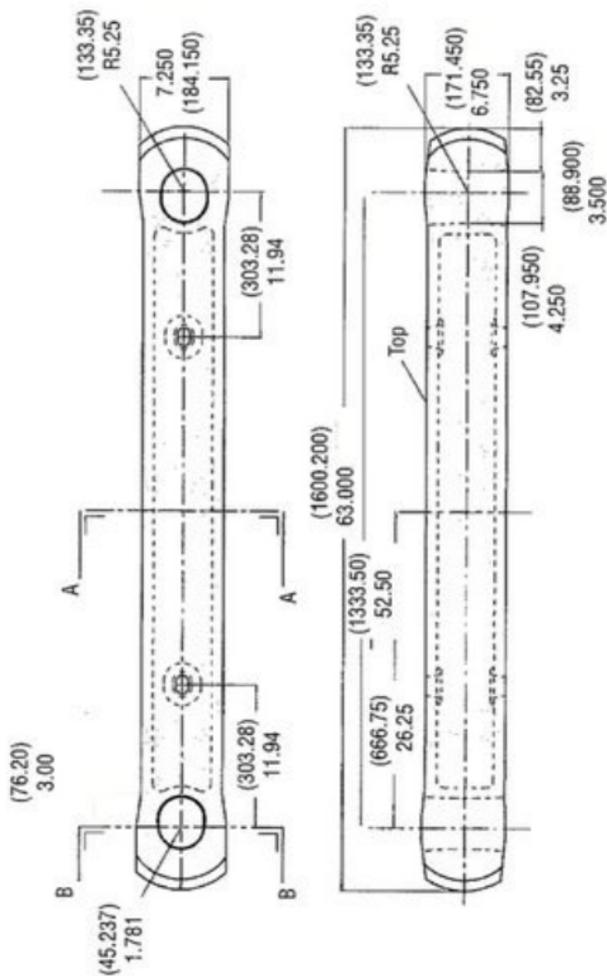
McConway & Torley offers the industry's largest selection of drawbars. Drawbars can replace standard F or E couplers—reducing slack, reducing weight, and eliminating coupler pull-outs. Drawbar designs can be used with conventional yokes and draft gears, as well as with specially designed short yokes and gears. In addition, McConway & Torley has slackless drawbar designs that use a wear-compensating lag to more precisely control slack.

F Type Drawbar Assembly

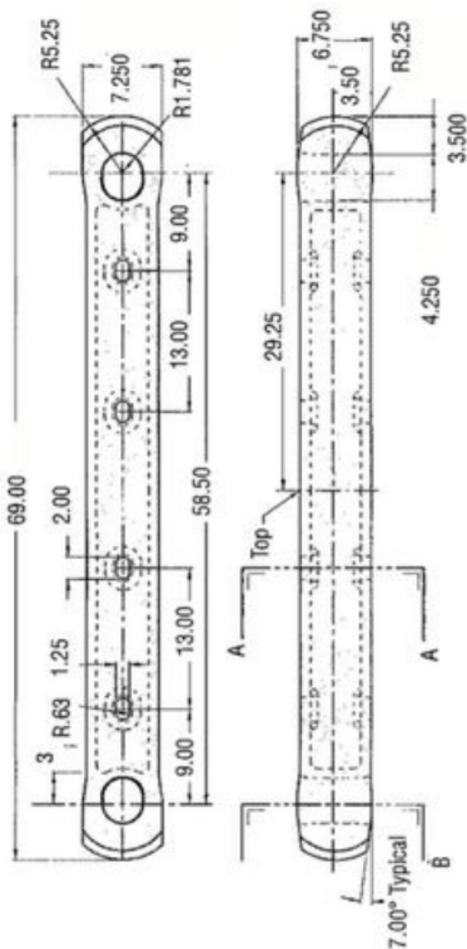




46" F Type Drawbar



52.5" F Type Drawbar



58.5" F Type Drawbar

14 DIGIT CODE

AAR Identification Number					14 Digit Code Number												
E	F	5	0	1	C	E	F	H	33	B	05	B	2	D	0	0	C
HEAD TYPE	BUTT DESIGN	SHANK LENGTH	SERIAL NO. ASSIGNMENT	MATERIAL	HEAD TYPE	BUTT DESIGN FEATURES	SHANK LENGTH	OPERATION CAPABILITY	WEAR PLATE SIZE	SHANK WEAR SURF.	W.P. HORIZ. LOC.	HEAD LUGS AND BRACKETS	SHANK LUGS AND BRACKETS	RETAINING SHELF	MATERIAL		

14 DIGIT CODE REFERENCE CHART

1		2 & 3				
HEAD TYPE		BUTT DESIGN FEATURES				
CODE LTR.	DESCRIPTION	CODE	DESCRIPTION			
		RIGID TYPES	BUTT TO KEYSLOT	KEYSLOT SIZE	BUTT HOLE SIZE	CORED BUTT
E	TYPE E	KA	4"	5 1/8" x 1 1/4"	2 1/8"	WITH
F	TYPE F	KB	4"	6 5/8" x 1 5/8"	2 1/8"	WITH
R	ROTARY HEAD	KC	4"	6 5/8" x 2 1/8"	2 1/8"	WITH
		KD	4"	6 7/8" x 1 5/8"	2 1/8"	WITH
		KE	4"	6 7/8" x 1 5/8"	2 1/8" x 1 1/2"	WITH
		KF	4"	6 7/8" x 1 5/8"	W/OUT	SOLID
		KG	3"	8 1/4" x 1 5/8"	2 1/8"	WITH
		KH	3"	8 5/8" x 1 5/8"	2 1/8"	WITH
		KJ	4"	8 5/8" x 1 5/8"	2 1/8"	WITH
		KK	4"	8 5/8" x 1 5/8"	W/OUT	SOLID
		KL	4"	9 1/4" x 1 5/8"	2 1/8"	WITH
		KM	4"	9 1/4" x 1 5/8"	W/OUT	SOLID
		KN	4"	6 5/8" x 1 5/8"	W/OUT	SOLID
		KP	4"	5 1/4" x 2 1/8"	2 1/8"	WITH
		KR	2 1/2"	5 1/8" x 2 1/8"	2 1/8"	WITH
		KS	4"	8 3/8" x 1 5/8"	2 1/8"	WITH
		KT	3"	7 3/4" x 1 5/8"	2 1/8"	WITH
		KU	4"	5 1/8" x 1 3/8"	2 1/8"	WITH
		KV	3"	7 3/4" x 1 5/8"	W/OUT	SOLID
F		BUTT TO PIN HOLE	PIN BRG. BLK. TYP.	ALIGN SHLD.	TOP CONTOUR	
FA		3 3/8"	WITHOUT	WITH	TAPERED	
FB		3 3/8"	WITHOUT	W/OUT	TAPERED	
FC		3 15/32"	WITHOUT	WITH	TAPERED	
FD		3 1/2"	F65A	WITH	TAPERED	
FE		3 1/2"	F65A	W/OUT	TAPERED	
FF		3 1/2"	F65B	WITH	TAPERED	
FG		3 1/2"	F65B	W/OUT	TAPERED	
FH		3 1/2"	WITHOUT	WITH	FLAT	
FJ		3 1/2"	WITHOUT	W/OUT	FLAT	
FK		3 1/2"	WITHOUT	WITH	TAPERED	
FL		3 1/2"	WITHOUT	W/OUT	TAPERED	
FM		3 1/2"	NCD SPEC.	WITH	TAPERED	

14 DIGIT CODE REFERENCE CHART

2 & 3				
BUTT DESIGN FEATURES				
CODE	DESCRIPTION			
RIGID TYPES	BUTT TO KEYSLOT	KEYSLOT SIZE	BUTT HOLE SIZE	CORED BUTT
ROTARY SHANK	DESCRIPTION			
RA	STYLE 1			
RB	STYLE 2			
RC	STYLE 3			
RD				
RE				
SPL. BUTT	DESCRIPTION			
VA	BUCKEYE CROSSKEY F			
VB				
VC				
VD				
VE				
SWIVEL TYPES	PIN SIZE	NO. OF LOOPS	LOOP SPACING	LOOP RADIUS
SA	2 3/8"	2	3 11/16"	3 3/4"
SB	2 31/32"	2	2 3/8"	3 1/2"
SC	2"	1	—	3"
SD	3 1/2"	2	2 3/8"	4"
SE	3 1/2"	1	—	4"
SF	2 1/4"	2	2 1/2"	3"
SG	3 1/2"	2	2 5/8"	4"
SH	2 3/8"	2	3 11/16"	3 3/4"
SK	2 3/8"	2	1 7/8"	3 3/4"

14 DIGIT CODE REFERENCE CHART

4 & 5		4 & 5		6	
SHANK LENGTH		SHANK LENGTH		OPERATION CAPABILITY	
CODE NO.	LENGTH	CODE NO.	LENGTH	CODE LTR.	DESCRIPTION
01	14 1/2"	23	24 3/4"	B	BOTTOM OPER ONLY
02	15 5/8"	24	25"	C	TOP OR BOTTOM OPER
03	16 1/8"	25	26 11/16"	K	BOTTOM OPERATION & INVERTED KNUCKLE PIN
04	16 1/2"	26	26 15/16"	R	BAIL TYPE OPER. ROD
05	16 11/16"	27	27"	T	TOP OPERATION ONLY
06	16 3/4"	28	27 1/2"	A	TOP OPERATION & INVERTED KNUCKLE PIN
07	16 15/16"	29	28"	D	BOTTOM OPERATION TOP KNUCKLE PIN RET.
08	17 3/16"	30	29"	S	CABLE OPERATION
09	17 1/4"	31	29 1/2"		
10	17 1/2"	32	30"		
11	18"	33	31"		
12	18 1/2"	34	33"		
13	19 3/4"	35	34"		
14	20 1/4"	36	38"		
15	20 7/16"	37	41"		
16	21 1/4"	38	48"		
17	21 1/2"	39	20"		
18	22"	40	24 1/4"		
19	22 1/4"	41	65 1/2"		
20	22 1/2"	42	53 3/4"		
21	23 1/4"	43	17 1/8"		
22	23 7/8"	44	24 7/8"		
		45	50 1/2"		

14 DIGIT CODE REFERENCE CHART

7 & 8		9		10	
WEAR PLATE SIZE		SHK. WEAR SUR. VERT LOC.		WEAR PLATE HOR. LOC.	
CODE NO	SIZE THK x LG.	CODE LTR	DIMENSION DRAFT TO WEAR SUR	CODE NO.	DIMENSION HORNTO WEAR SUR
00	W/OUT W.P.	A	3"	0	WITHOUT W.P.
01	1/4" x 7"	B	3 3/16"	1	0" -1" INC.
02	1/4" x 8"	C	3 1/4"	2	OVER 1"-2" INC.
03	1/4" x 9"	D	3 3/8"	3	OVER 2"-3" INC.
04	1/4" x 10"	E	3 7/16"	4	OVER 3"-4" INC.
05	1/4" x 11"	F	3 1/2"	5	OVER 4"-5" INC.
06	1/4" x 12"	G	2 5/8"	6	OVER 5"-6" INC.
07	1/4" x 13"				
08	1/4" x 14"				
09	1/4" x 16"				
10	1/4" x 17 1/2"				
11	3/8" x 18"				
12	1/4" x 19 1/2"				
13	1/4" x 22 1/2"				
14	1/4" x 30"				
15	1/4" x 31"				
16	SPECIAL				
17	3/8" x 8"				
18	3/8" x 9 1/2"				
19	COMB. 17 & 18				
20	3/8" x 10"				
21	1/2" x 8"				
22	1/2" x 10"				
23	COMB. 17 & 20				
24	1/4" x 6 3/4"				

*A.A.R. STANDARD

14 DIGIT CODE REFERENCE CHART

11		12		13		14	
HEAD LUG & BRACKETS		SHANK LUGS & BRACKETS		RETAINING SHELF		COUPLER MATERIAL	
CODE NO. OR LTR.	HEAD LUG STTLERS & COMBINATIONS	CODE NO.	SHANK LUG STYLE	CODE LTR.	DESCRIPTION	CODE LTR.	CAST STEEL GRADE
0	WITHOUT	0	WITHOUT	B	BOTTOM SHELF	C	GRADE C M-211
1	STYLE 1	1	STYLE 1	O	WITHOUT SHELF	D	GRADE D M-201
2	STYLE 2	2	STYLE 2	S	TOP & BOTT. SHELF	E	GRADE E M-211
3	STYLE 3	3	STYLE 3	T	TOP SHELF	S	SPECIAL
4	STYLE 4						
5	STYLE 5						
6	STYLE 6						
7	STYLE 7						
8	STYLE 8						
9	STYLE 9						
A	COMBINATION 1-2						
B	COMBINATION 1-3						
C	COMBINATION 1-4						
D	COMBINATION 2-5						
E	COMBINATION 4-5						
F	COMBINATION 6-7						
G	COMBINATION 1-2-4						
H	COMBINATION 1-3-4						
J	COMBINATION 3-5						
K	COMBINATION 3-6-7						

STD. F COUPLER IS CODED "B"

F COUPLER WITH TOP SHELF IS CODED "S"

52172-1	Rotary Yoke	103
53622C	Yoke	112
53622E	Yoke	113
CH81C	Tightlock Coupler	87
CH81E	Tightlock Coupler	88
C1AF	Striker Coupler Carrier	121
Coupler Parts	Type H	85
Coupler Parts	E Locomotive	66
Coupler Parts	F Locomotive	67
Coupler Parts	Type E	11
Coupler Parts	Type EF	23
Coupler Parts	Type F	53
Drawbar	F Type Assembly	126
Drawbar	46" Type F	127
Drawbar	52.5" Type F	128
Drawbar	58.5" Type F	129
E4881AE	Locomotive Coupler	68
E4881AE	Locomotive Coupler	69
E4888AE	Locomotive Coupler	70
E4888AE	Locomotive Coupler	71
E4936AE	Locomotive Coupler	72
E4944AE	Locomotive Coupler	73

E4944AE	Locomotive Coupler	74
E4955AE	Locomotive Coupler	75
E4955AE	Locomotive Coupler	76
E60EE	EKF17B00A0500E	12
E66AE	Locomotive Coupler	77
E67DE	EKK24B00A0500E	15
E68DE	EFH33B00B0500E	24
E69CE	EFJ38B00B0500E	27
E7321E	Locomotive Coupler	78
EF202CE	EFH09B00B0J00E	30
EF203CE	EFH09T00B050BE	31
EF204CE	EFH09B00B0500E	32
EF305CE	EFH18B00B0D00E	33
EF502CE	EFH33B00B0510E	34
EF504CE	EFH33B00B0E00E	35
EF505CE	EFH33B00B0700E	36
EF506CE	EFH33B00B0J00E	37
EF510CE	EFJ33B00B0E00E	38
EF511CE	EFJ33B00B050BE	39
EF512CE	EFJ33B00B0500E	40
EF528CE	EFJ34B00B0500E	41

EF601CE	EFJ37B00B0500E	42
EF805CE	EFJ38B00B0520E	43
EF806CE	EFJ38B00B0500E	44
F70DE	FFK09B00B000BE	54
F73BE	FFK38B00B060BE	56
F79DE	FFK33B00B060BE	57
F8504AE	Locomotive Coupler	79
F8513AE	Locomotive Coupler	80
FF212WE	FFK09K00B000BE	59
FF507WE	FFK33B10B2F0BE	60
FF604WE	FFK37B13B2F0BE	61
FR205AE	FRC03R16E400BE	102
FR209E	FRD09R00B000BE	104
H7305C	Tightlock Coupler	89
H7308C	Tightlock Coupler	90
H7308E	Tightlock Coupler	91
H7309E	Tightlock Coupler	92
H7310C	Tightlock Coupler	93
H7310E	Tightlock Coupler	94
H8302E	Tightlock Coupler	95
MT2	Striker	119

MT15	Striker	120
MT151	Striker	120
RY60267	Rotary Yoke	105
SBE60EE	EKF17B00A050BE	13
SBE67DE	EKK24B00A050BE	16
SBE68DE	EFH33B00B050BE	25
SBE69CE	EFJ38B00B050BE	28
SE60EE	EKF17B00A050SE	14
SE67DE	EKK24B00A050SE	17
SE68DE	EFH33B00B050SE	26
SE69CE	EFJ38B00B050SE	29
SF70DE	FFK09B00B000SE	55
SF79DE	FFK33B00B060SE	58
SY40AE	Yoke	111
Wear Plate	Manganese	122
Y44AE	Follower	114
Y45AE	Yoke	110
Y46AE	Follower	115
Y47	Pin	116

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