

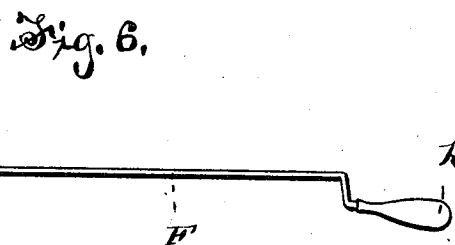
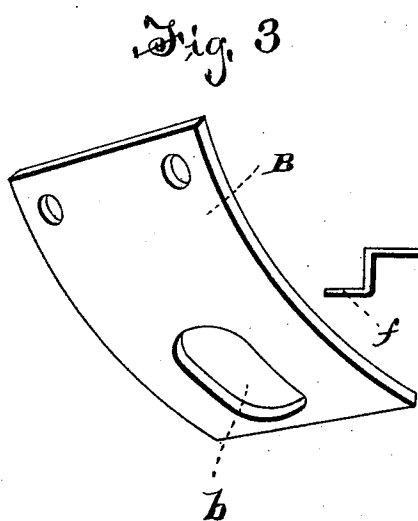
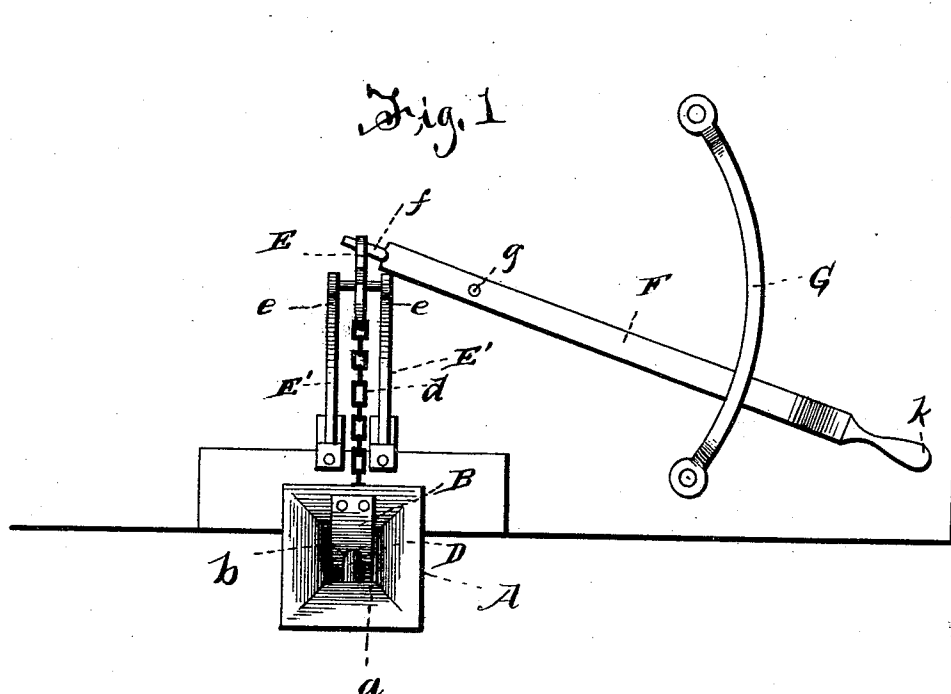
(No. Model.)

2 Sheets—Sheet 1.

S. P. NELSON.
CAR COUPLING.

No. 467,014.

Patented Jan. 12, 1892.



Witnesses
Samuel Ker.
Philip Masi.

Inventor
Sam P. Nelson
by *E. W. Anderson*
his Attorney

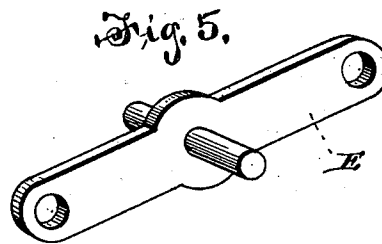
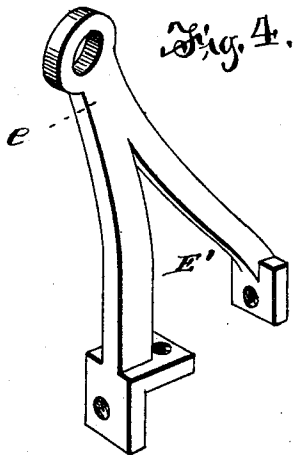
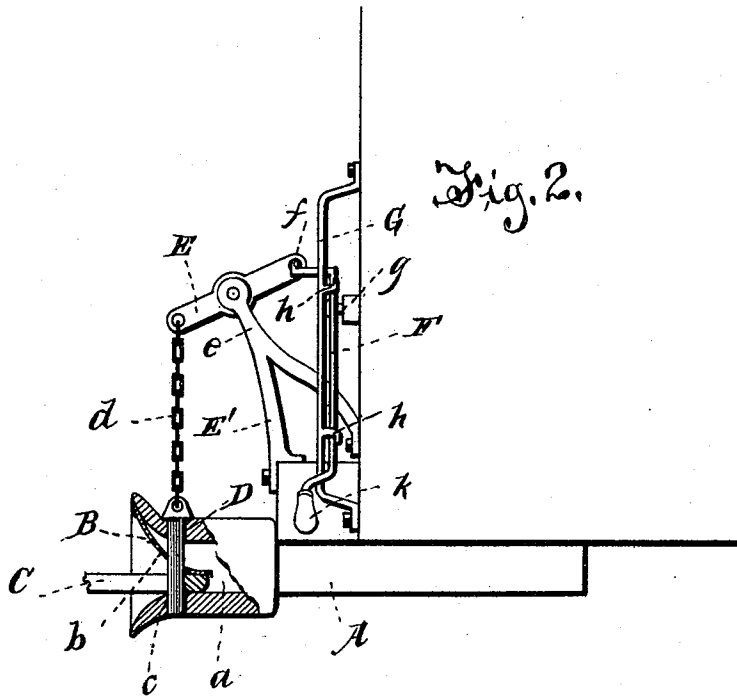
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Samuel Ker,
Philippi Mass.

Inventor
Swen P. Nelson.

by E.W. Anderson
his Attorney

UNITED STATES PATENT OFFICE.

SWEN P. NELSON, OF OMAHA, NEBRASKA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 467,014, dated January 12, 1892.

Application filed August 6, 1891. Serial No. 401,916. (No model.)

To all whom it may concern:

Be it known that I, SWEN P. NELSON, a citizen of the United States, and a resident of Omaha, in the county of Douglas and State of Nebraska, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a front view. Fig. 2 is a side view with the draw-head and link in section. Fig. 3 is a perspective detail of spring. Figs. 4 and 5 are perspective views of the bracket and toggle. Fig. 6 is a view of the lever.

This invention has relation to certain new and useful improvements in car-couplings; and it consists in the novel construction and combination of parts, as hereinafter specified.

In the accompanying drawings, illustrating the invention, the letter A designates the draw-head, having in its forward end the link-receiving recess *a*. Secured in the forward upper portion of this recess is a plate-like or other suitable spring B, which projects downwardly and rearwardly, and is provided with the pin-aperture *b* therein.

C designates the link, which may be of the ordinary shape and construction, except that it should preferably have a flat upper surface for the spring B to bear against, the purpose of the spring being to keep the link at the proper elevation to enter the recess in the draw-head of the approaching car to effect the coupling.

c is the pin-aperture, intersecting vertically the recess *a*, and D is the pin. To the upper end of this pin is connected one end of a chain *d*, the opposite end of which is connected to

a link or toggle E. This toggle is supported pivotally at its central portion between the arms *e* of the brackets E', attached to the car-frame. The opposite end of this lever or toggle is engaged by a bent arm *f* of a lever F, which is pivoted to the car at the point *g*. This lever is supported and works in a bracket G, secured to the car and provided with the lugs or rests *h*. Its free ends project to a point convenient for its operation without entering between the cars and is provided with a handle portion *k*. By the operation of this lever the pin may be raised or lowered to effect the coupling or to permit the uncoupling. As the spring B holds the link in coupling position, it will be seen that it is not necessary to enter between the cars.

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

1. In a car-coupling, the combination, with the pin, the pivoted toggle or lever, and a flexible connection between said pin and toggle, of a lever having a bent arm engaging one end of said toggle, and a bracket for said lever, substantially as specified.

2. The combination, with the draw-head having the downwardly and rearwardly projecting spring secured to the upper front portion or its link-receiving recess and adapted to bear at its lower end upon the upper surface of the link, said spring having a pin-aperture therein, of the coupling-pin, the pivoted toggle or lever, the flexible connection between said toggle and pin, and the pivoted lever having a bent arm engaging one end of said toggle, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

SWEN P. NELSON.

Witnesses:

A. G. FREDÉN,
MARTIN OSTERHOLM.