

(No Model.)

W. C. RICHARDS & H. HANSON.
CAR COUPLING.

No. 491,059.

Patented Jan. 31, 1893.

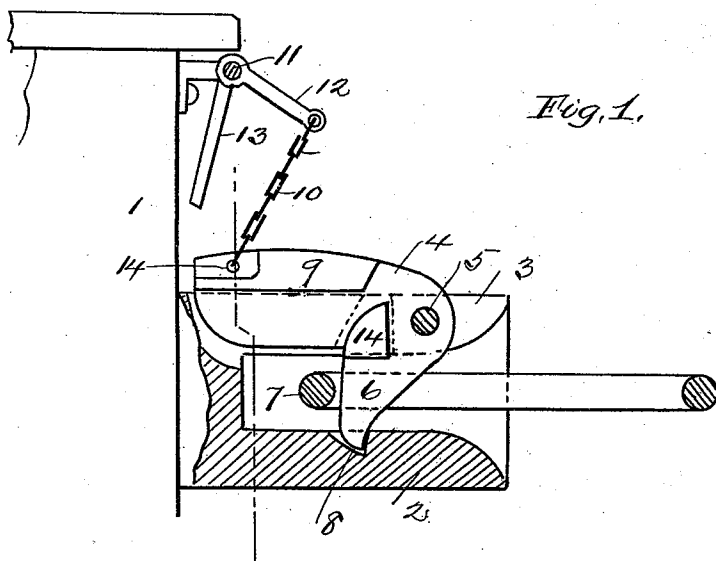


Fig. 1.

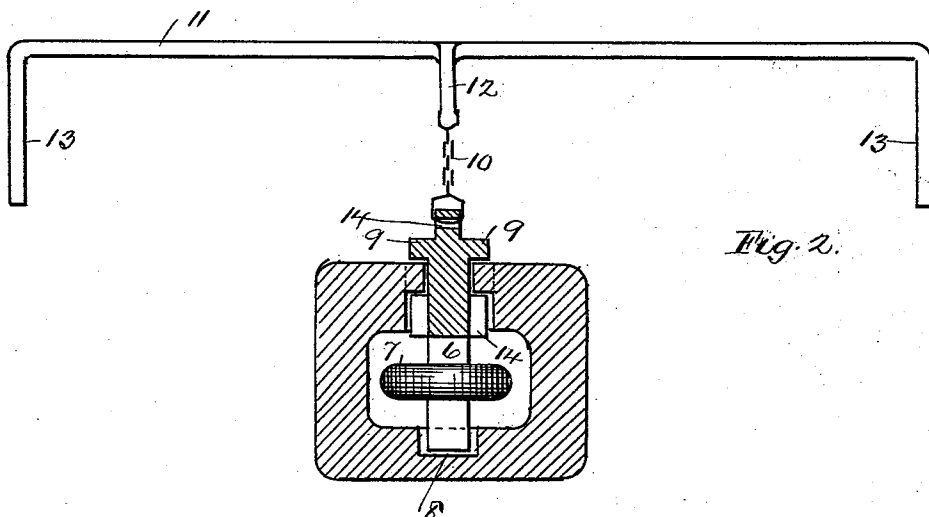


Fig. 2.

Witnesses:
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UNITED STATES PATENT OFFICE.

WALTER C. RICHARD AND HARRY HANSON, OF NATRONA, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 491,059, dated January 31, 1893.

Application filed October 10, 1892. Serial No. 448,482. (No model.)

To all whom it may concern:

Be it known that we, WALTER C. RICHARD and HARRY HANSON, citizens of the United States, residing at Natrona, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplers; and we do hereby 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Our invention relates to an improved car-coupler, and consists in certain details of construction, and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a side sectional elevation of our improved car coupler which is constructed in accordance with our invention. Fig. 2 is a sectional end elevation of the same, said section taken on the line $x-x$.

To put our invention into practice we provide a draw head 2, of a suitable size, and form of construction, and arrange the same in a suitable manner at one end of a railway or other car 1. Formed in the upper face of this draw-head 2, is an opening 3 in which is pivoted by means of a transverse pin 5 a movable device for engaging with the link 7. This device 4 consists in a casting having a downward projecting portion 6 adapted to engage with the link 7 and rest against a notch 8 formed at the bottom of the draw-head 2, and a rearwardly extending portion having flanged side 9, to engage with the top of the draw-head when pressure is brought against the portion 6. This device is also provided with integral portions 14, which serve as guides and to take a portion of the strain from the pivot 5.

Attached by means of an opening 14, formed

in the upper part of the casting 2, is a short chain 10, which is connected to a lever 12, attached to a shaft 11 secured by bearings to the frame of the car 1. This shaft 11, is provided at either end with cranks 13, by means of which the link engaging device may be elevated to disconnect the portion 6, from the link 7.

This coupling is automatic in its working as the portion 6 will always remain in position to engage a link entering the draw head by gravity. The link 7 entering the draw head will move the portion 6 about its pivotal points sufficiently to permit the said part 6 to drop into the link, as shown at Fig. 1 on the drawings. To uncouple the cars, one of the levers 13 is operated to revolve the portion 6 out off and above the link, and thereby permit the said link to be withdrawn from the draw-head.

Having thus described our invention, what we claim and desire to secure by Letters Patent is:—

The herein described car coupling consisting of the draw head 2 having the opening 3 formed at the top of and in the direction of the length of the same, the link engaging device 4 having a downwardly projecting portion 6, and a flanged top portion 9, the integral portions 14 to bear against the sides of the opening, the pin 5 for pivoting the said device in position, and the notch 8 to engage with the portion 6 the connecting chain 10, the shaft 11, the lever 12, and the cranks 13, all arranged and combined for service, substantially as and for the purpose described.

In testimony that we claim the foregoing we hereunto affix our signatures this 20th day of August, A. D. 1892.

WALTER C. RICHARD. [L. S.]

HARRY HANSON. [L. S.]

In presence of—

O. D. LEVIS,

JOHN S. KENNEDY.