

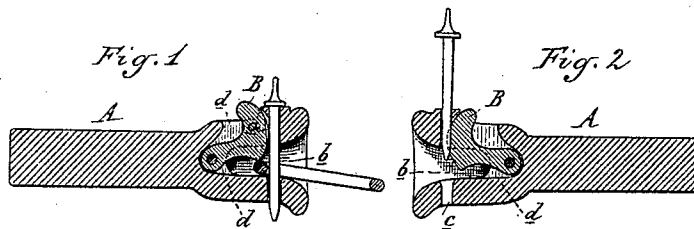
(No Model.)

W. C. KELLY.

CAR COUPLING.

No. 249,772.

Patented Nov. 22, 1881.



Attest:

A. Barthel
Charles J. Hunt

Inventor:

Wallace C. Kelly
per J. S. Sprague

Atty

UNITED STATES PATENT OFFICE.

WALLACE C. KELLY, OF HASTINGS, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 249,772, dated November 22, 1881.

Application filed August 25, 1881. (No model.)

To all whom it may concern:

Be it known that I, WALLACE C. KELLY, of Hastings, in the county of Barry and State of Michigan, have invented an improvement in Car-Couplings, of which the following is a specification.

The nature of this invention relates to new and useful Improvements in the construction of devices for coupling cars together by means of the ordinary link and pin. The invention consists in a stop of a peculiar form adapted to sustain the pin when not in engagement with the link, and at the same time to hold the link in position when in place to guide it into the head of the adjoining draw-bar, in combination with the draw-bar in which such stop has its motion and operation.

Figure 1 is a vertical central longitudinal section, showing the position of the stop and its action upon the link when the latter is inserted and in engagement with the pin. Fig. 2 is a like view, showing the stop in position when the link is withdrawn and holding the pin ready for engagement with the link when the latter is inserted.

In the accompanying drawings, which form a part of this specification, A represents a draw-bar provided with the usual flaring mouth and opening into the recess *b*, within which the link is inserted. A vertical hole, *c*, through the head receives the pin in the ordinary manner. In rear of the recess *b* is another recess, *d*, opening through the top wall of the draw-bar. At the rear end of this recess is pivoted the stop B, whose front face is curved so as to form a cam to act against and support the pin by friction when the parts are in the position shown in Fig. 2, and prevents the pin from

falling. On the insertion of the link the end of the link strikes the lower part of the curve and forces this end of the lever upward, its outer extremity passing through the opening in the top of the draw-bar. This action releases the pin and allows it to engage with the link, while at the same time the weight of the stop, resting upon the end of the link, sustains the link in a horizontal position ready to enter the head upon the adjoining car, thereby avoiding the necessity of danger arising therefrom to an operator to guide the link into an adjoining draw-head.

For the purpose of more securely holding the pin, the stop B is provided with a groove or recess, *a*, (see Fig. 1,) so that it will partly surround the pin, as shown in dotted lines in Fig. 2.

I am aware that it is not new to provide draw-bars with pivoted catches to support the pin and hold the link in a horizontal position, and therefore I do not broadly claim such invention.

What I claim as my invention is—

1. In combination with the draw-bar A, recessed as described, the pivoted stop B, provided with a curved or cam face to support the coupling-pin, substantially as set forth.

2. The draw-bar A, recessed as described, in combination with the pivoted stop B, provided with a cam-face, and having a groove, *a*, in said face, substantially as and for the purpose specified.

WALLACE C. KELLY.

Witnesses:

H. S. SPRAGUE,
R. DEACON.