

(No Model.)

C. SNYDER.
CAR COUPLING.

No. 357,562.

Patented Feb. 8, 1887.

Fig. 1.

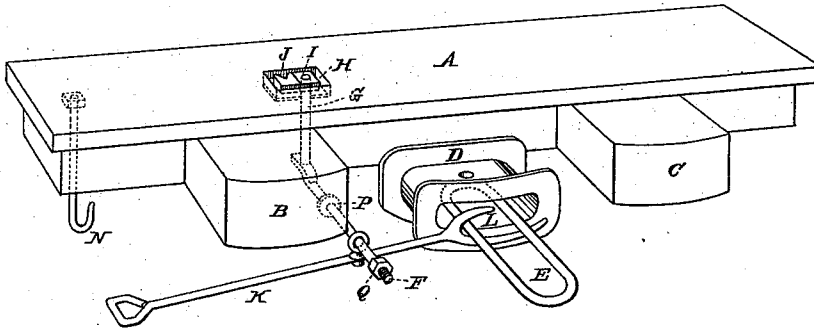


Fig. 2.

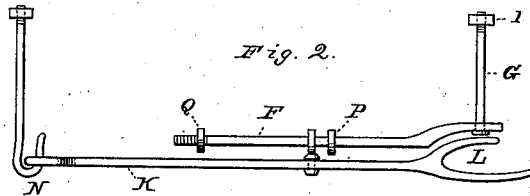
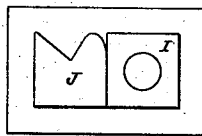


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

CHRISTOPHER SNYDER, OF HENRIETTA, PENNSYLVANIA, ASSIGNOR OF
ONE-FOURTH TO WILLIAM MCKILLIP, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 357,562, dated February 8, 1887.

Application filed September 17, 1886. Serial No. 213,829. (No model.)

To all whom it may concern:

Be it known that I, CHRISTOPHER SNYDER, a citizen of the United States, residing at Henrietta, in the county of Blair and State of Pennsylvania, 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 or figures of reference marked thereon, which form a part of this specification.

15 Figure of the drawings is a representation of this invention, and is a perspective view. Fig. 2 is a side view showing the position of the device when not in use. Fig. 3 is a top view of the washer with the nut.

20 My invention relates to car-coupling machines designed to be used in guiding the coupling-link into a draw-head of a car without requiring the person coupling the car to enter between the cars to couple them; and 25 the invention consists in the construction and novel combination of parts, as hereinafter described, and pointed out in the claims.

Referring by letter to the accompanying drawings, A designates the sill-piece at one end 30 of the car-bed.

B C are the buffers, and D is the draw-head, of ordinary or well-known construction.

E designates an ordinary coupling-link.

35 F is a bearing-rod, which is secured to the lower face of the sill-piece A of the car-bed by a bolt-rod, G, which rod is passed up through an eye in the inner end of said rod G, and also through a seat, H, in the sill-piece A, and is secured in its seat H by a nut, I, and washer J.

40 K designates a lever, which is provided at its inner end with a fork, L, and at its outer end with a ring or open band-piece, by which it may be operated to guide the link E, or by which said lever K may be hung upon a hook, 45 N, near one end of the sill-piece, when said lever is not in use for guiding the link. The lever K is fulcrumed upon the bearing-rod F, between a collar, P, upon said rod and a nut,

Q, on the outer end of the bearing-rod F. The nut Q needs to be removed when it is 50 necessary to place the lever K upon the bearing-rod or to remove it therefrom for any purpose.

The coupling-link F is lifted and guided either up or down and to the right or left, as 55 may be necessary, by the forked lever, the link resting between the forks of said lever while the latter is being manipulated by the attendant, who stands at the side of the car. As soon as the end of the link enters the draw- 60 head of the car to be coupled on, the operator, by drawing back the forked lever, throws the machine out of operation, and by hanging it upon the hook N puts it out of the way until it is again required to use it. 65

I am aware that it is not new to provide a link-operating lever adapted to raise a link, the same being adjustably connected with a fulcrum, and that it is also old to arrange a hook 70 on the car for the attachment of the outer end of the said lever, and therefore do not claim such devices when broadly considered.

Having described this invention, what I claim, and desire to secure by Letters Patent, is— 75

1. The combination, with the bearing-rod having an eye at one end, a nut at the other end, and a collar intermediate of its ends, of the forked lever fulcrumed on said bearing-rod, and the bolt for attaching the bearing- 80 rod to the sill piece of the car, substantially as specified.

2. The combination, with the sill-piece of a car provided with a draw-head and a supporting-hook, of the bearing-rod provided 85 with the nut, collar, and eye, the forked lever fulcrumed to said bearing-rod, and the bolt connecting the bearing-rod with the sill-piece of the car, substantially as specified.

In testimony whereof I affix my signature in 90 presence of two witnesses.

CHRISTOPHER SNYDER.

Witnesses:

W. B. NICODEMUS,
JNO. S. WERTMAN.