

(No Model.)

W. R. KNIGHT & W. R. OWNBY.
CAR COUPLING.

No. 485,200.

Patented Nov. 1, 1892.

Fig. 1.

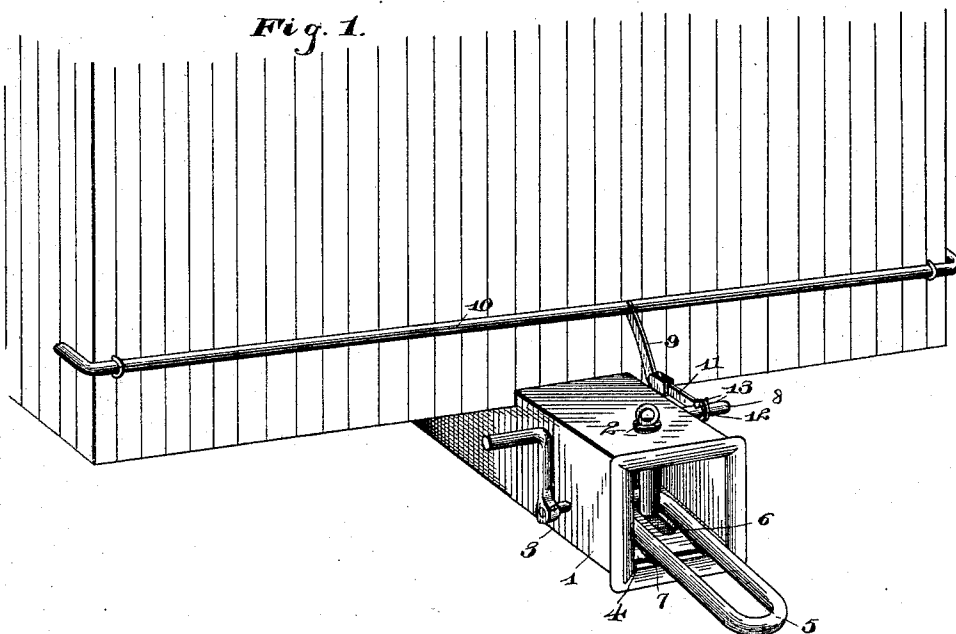


Fig. 2.

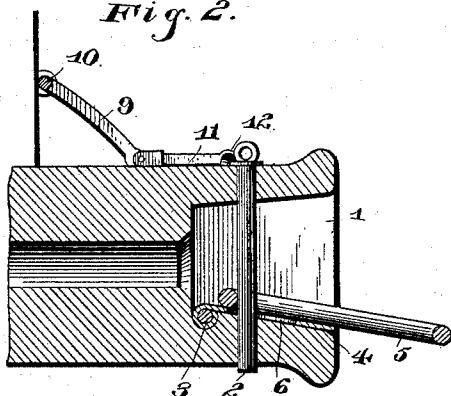
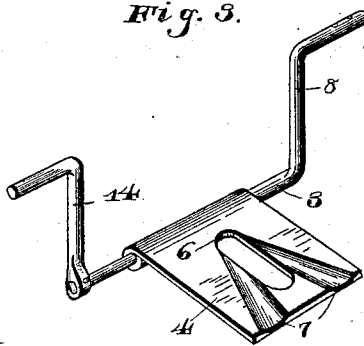


Fig. 3.



Witnesses

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Inventors

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By their Attorneys,

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UNITED STATES PATENT OFFICE.

WILLIAM R. KNIGHT AND WILLIAM R. OWNBY, OF RECTOR, ARKANSAS,
ASSIGNORS OF ONE-THIRD TO DANIEL W. McPHERSON, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 485,200, dated November 1, 1892.

Application filed June 24, 1892. Serial No. 437,852. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM R. KNIGHT and WILLIAM R. OWNBY, citizens of the United States, residing at Rector, in the county of Clay and State of Arkansas, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to simplify and improve the construction of car-couplings and to provide means whereby a coupling-link may be readily held at the desired elevation to direct it into the draw-head of a car without necessitating a person going between cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a detail perspective view of the link-lifting plate.

1 designates a draw-head having the usual longitudinal link opening or cavity and provided with coupling-pin perforations, in which is arranged a coupling-pin 2. Journaled in the bottom of the draw-head is a rock-shaft 3, which carries a link-lifting plate 4, adapted to raise a link 5 to the desired elevation, so that the link will enter the cavity or opening of another draw-head. The link-lifting plate is rectangular and is adapted to fit upon the bottom of the draw-head, and is provided with a longitudinal slot 6 to receive the coupling-pin and to permit it to work independently of the same, and is provided in its upper face with grooves 7, adapted to receive the sides of a link to permit the latter to obtain a hold upon the link-lifting plate to prevent lateral movement. The rock-shaft 3 is provided at one end with a crank-handle 8, formed integral with it, and connected to an arm 9 of a rock-shaft 10 by a link 11. The rock-shaft 10 is journaled in suitable bearings of a car and

is provided at its ends with handles arranged at the sides of the car to enable the link-lifting plate to be operated at the sides of the car to avoid going between the cars being coupled. The end 12 of the link is provided with an eye to receive the horizontal arm of the crank-handle and is secured to the same by keys 13, passing through perforations of the crank-handle and the other end of the link is bifurcated and is pivoted to the arm 9 of the rock-shaft 10. The rock-shaft 3 is provided at its other end with a detachable crank-handle 14, which may be turned by hand or connected with the top of the car or elsewhere, if desired.

It will be seen that the car-coupling is simple and comparatively inexpensive in construction and that the coupling-link may be readily held at the desired elevation, coupling without necessitating a person going between cars.

What we claim is—

In a car-coupling, the combination of a draw-head, a coupling-pin, a rock-shaft journaled in the bottom of the draw-head and provided at one end with a crank-handle having perforations in its horizontal arm, said rock-shaft being arranged in rear of the coupling-pin, a link-lifting plate arranged on the bottom of the draw-head and provided in its upper face with grooves and having a longitudinal coupling-pin slot and secured at its rear end to the rock-shaft, a rock-shaft 10, provided with an arm 9, a link pivoted to the arm 9 and provided with an eye receiving the horizontal arm of the crank-handle, keys arranged in the perforations of said crank-handle and securing the link to the same, and a detachable crank-handle secured to the other end of the rock-shaft 3, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

WILLIAM R. KNIGHT.
WILLIAM R. OWNBY.

Witnesses:

J. M. COPELAND,
FRANK NEELY.