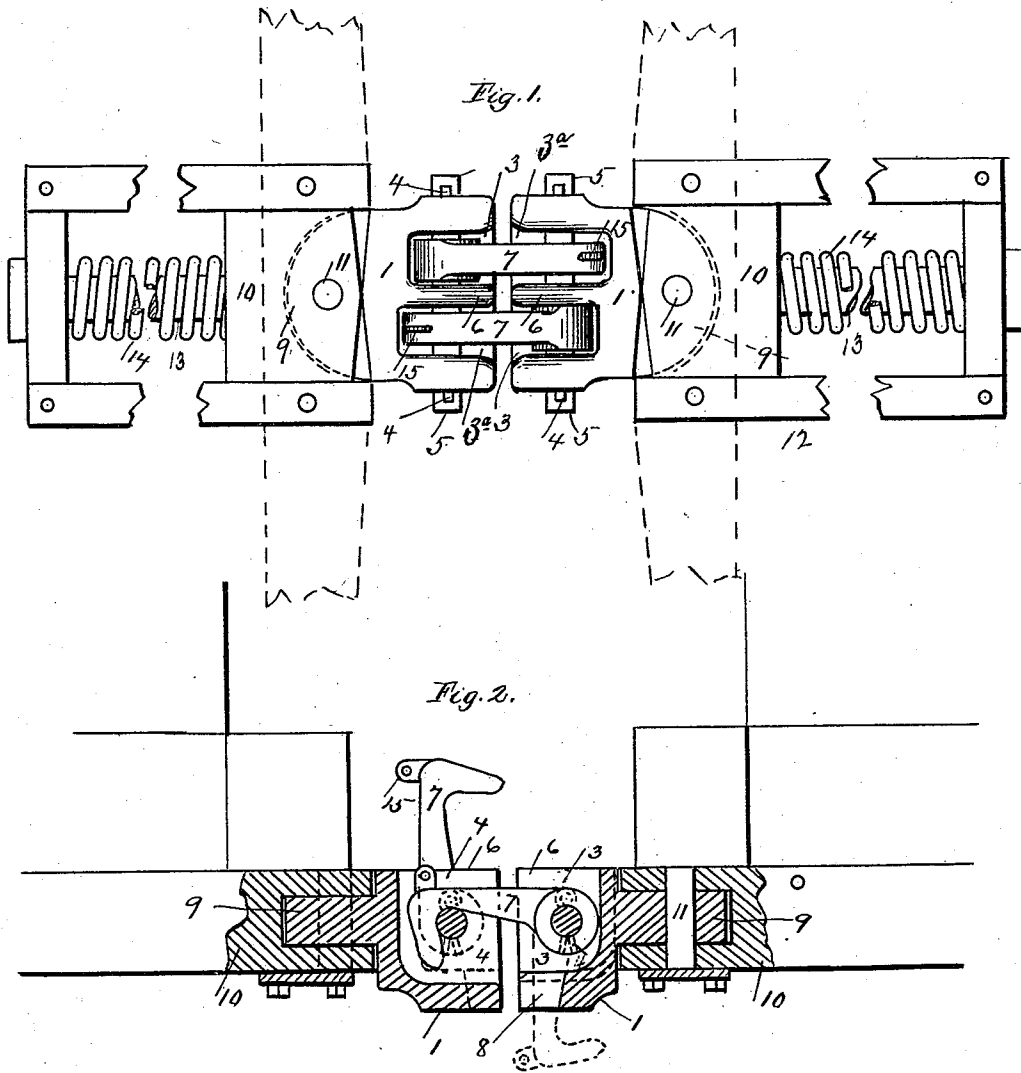


(No Model.)

I. NECKERMAN.
CAR COUPLING.

No. 470,144.

Patented Mar. 1, 1892.



Witnesses:
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Attest.

UNITED STATES PATENT OFFICE.

IRVAN NECKERMAN, OF PITTSBURG, ASSIGNOR OF ONE-HALF TO JOHN O. BAGLIN, OF ALLEGHENY, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 470,144, dated March 1, 1892.

Application filed September 4, 1891. Serial No. 404,795. (No model.)

To all whom it may concern:

Be it known that I, IRVAN NECKERMAN, a citizen of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I 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.

This invention has relation to that class of car-couplings in which each draw-head is formed with two chambers and provided with a horizontal rod, on which is pivoted a hook, which is adapted to automatically engage the opposite rod by the concussion resulting from the bringing of the cars together; and it consists in certain peculiarities in the construction, arrangement, and combination of the several parts, substantially as hereinafter described, and particularly pointed out in the subjoined claim.

The object of my invention is to simplify and improve the construction of car-couplings of the class stated and to construct them so that the draw-heads will have a limited horizontal movement, so as to cause them to accommodate themselves to the relative position of the cars in rounding curves, and have a limited longitudinal movement against a spring, so as to prevent injury to them by the shunting of the cars or otherwise forcibly bringing the cars together.

In the accompanying drawings, Figure 1 is a plan view of my improved car-coupler, which is constructed in accordance with my invention. Fig. 2 is a side sectional elevation of the same.

To construct a car-coupler in accordance with my invention, I provide a draw-head 1, having two pockets 3 and 3^a, separated the one from the other by a partition-wall 6 and formed in the front face of the same. Placed transversely through these pockets 3 and 3^a is a strong pin 5, which is held in position by means of cotter-pins 4, placed through

each end of the same. Attached to this pin 5 is a strong hook 7 of a suitable construction, capable of being revolved to occupy a horizontal or vertical position or hang downward in a recess 8, formed in the lower portion of the draw-head 1. Formed at the rear of the draw-head 1 is a semicircular lug 9, which enters a slot formed in the rear extension 10 of the draw-head, and is pivoted therein by means of a vertically-arranged pin 11. By beveling the inner face of the draw-head above and below the lug 9 and the adjacent face of the rear extension 10 the draw-head may be free to move horizontally a limited distance, which is a feature of prime importance, as it permits the draw-heads to accommodate themselves to the relative positions of the cars in rounding curves, and thereby obviates all lateral strain thereon. This draw-head is mounted in a frame 12 and held in position by a rearwardly-extending bar 13 and spring 14 in a manner that the draw-heads will give slightly when the cars are brought forcibly together, and injury thereto be thereby prevented.

To couple cars provided with my improved couplings, the hooks 7 are elevated to occupy a vertical position slightly over the line of gravity and supported by the rear wall of the pockets 2. The cars are then brought together with some force, and the concussion throws the hooks 7 down over the transverse pin 5, thereby coupling the cars automatically. To uncouple the cars, a lifting device (not shown) may be connected to the eyes 15 at the forward end of the hooks 5, and the two hooks moved to a vertical position.

Having thus described my invention, I claim—

The herein-described car-coupler, consisting of the draw-head 1, having a rearwardly-extending lug 9 and beveled above and below said lug, said draw-head also having two chambers divided by a vertical longitudinal partition, a rear extension 10, having a recess receiving said lug and beveled outer face engaging the beveled end of said draw-head, the pivot-pin 11, passing through said lug 9 and extension 10, the frame 12, bar 13, coiled

spring encircling said bar, a pin 5, passing horizontally through the chambered end of said draw-head, and the hook 7, pivoted at its rear end to said pin 5, and adapted to swing
5 downward to engage the opposite pin, all arranged, combined, and operating substantially as described, and for the purposes specified.

In testimony that I claim the foregoing I hereunto affix my signature this 21st day of 10 July, A. D. 1891.

IRVAN NECKERMAN. [L. S.]

In presence of—
JOHN C. THOMPSON,
M. E. HARRISON.