

(No Model.)

F. S. McCONNELL.
CAR COUPLING.

No. 488,173.

Patented Dec. 13, 1892.

Fig. 1.

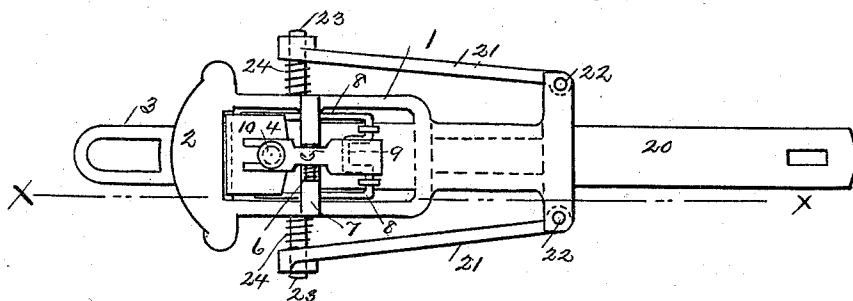


Fig. 2.

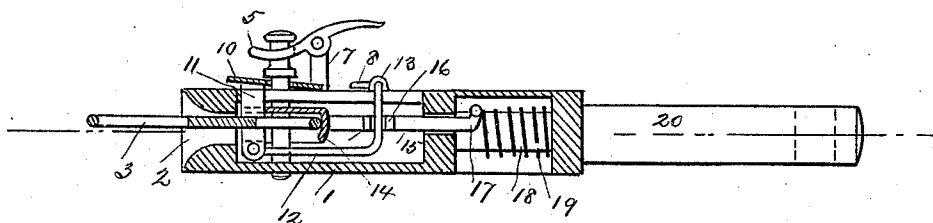
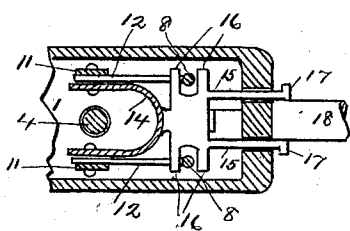


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

FRANCES SYLVESTER McCONNELL, OF ALTOONA, ASSIGNOR OF ONE-HALF TO
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 488,173, dated December 13, 1892.

Application filed December 30, 1891. Serial No. 416,601. (No model.)

To all whom it may concern:

Be it known that I, FRANCES SYLVESTER McCONNELL, a citizen of the United States, residing at Altoona, in the county of Blair 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.

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

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 sectional side elevation of the same, taken on the line X X. Fig. 3 is a detailed sectional plan view of a portion of my improved car-coupling, taken on the line X X.

To construct a car-coupling in accordance with my invention, I provide a draw-head 1 of a suitable size and form of construction and secure therein a semicircular box 14, having a rearwardly-extending portion 15, provided with lugs 16 and backed by a spring 19, placed about a cylindrical portion of the draw-head 1. Above this box 14 is a plate 10, having downward extensions 11, which are pivoted to a bent bar or lever 12, which is pivoted at the top of the draw-head 1 and bent in the form of a crank 8, being journaled on the box 14. This box 14 and its connected lever are for the purpose of receiving the link 3 and drawing the coupling-pin 4 downward. This movement of the coupling-pin 4 is accomplished by inserting the same in an opening in the plate 10, and when the link 3 has entered the box

14 the said box is moved back, which operates the levers 12 to draw the plate downward, so as to cause the pin to lower and thereby enter the link. Attached to the pin 4 is a pivoted lever 5, mounted in a bearing 7, which serves as a means of removing the said pin from the link, and thereby uncouple the car. Attached to the rear of the draw-head 1 by means of pivots 22 are two side plates 21, which are guided at their forward ends by pins 23, having springs 24, which encircle the pins and abut against the plates and sides of the draw-head. This arrangement provides spring-guards for the sides of the draw-head and prevent contact with the latter of any obstacle.

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

1. The herein-described car-coupling, consisting of the draw-head 1, the box 14, arranged therein and provided with a rear extension, the lever 12, loosely connected to the said box, the plate 10 and downward extensions 11, pivoted to the said levers, the pin 5, connected to the said plate 10 and provided with a device for elevating and lowering the same, and the side plates arranged as and for the purpose described, all combined for service as set forth.

2. A car-coupler consisting of a draw-head, a box movable therein, a crank-arm attached to said box, and a plate connected to said crank-arm, said plate having an opening for the pin, said parts being combined substantially as and for the purpose specified.

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

FRANCES SYLVESTER McCONNELL. [L. s.]

In presence of—

M. E. HARRISON,
CHARLES LARGE.