

A. NEEL.
Car-Couplings.

No. 155,883.

Patented Oct. 13, 1874.

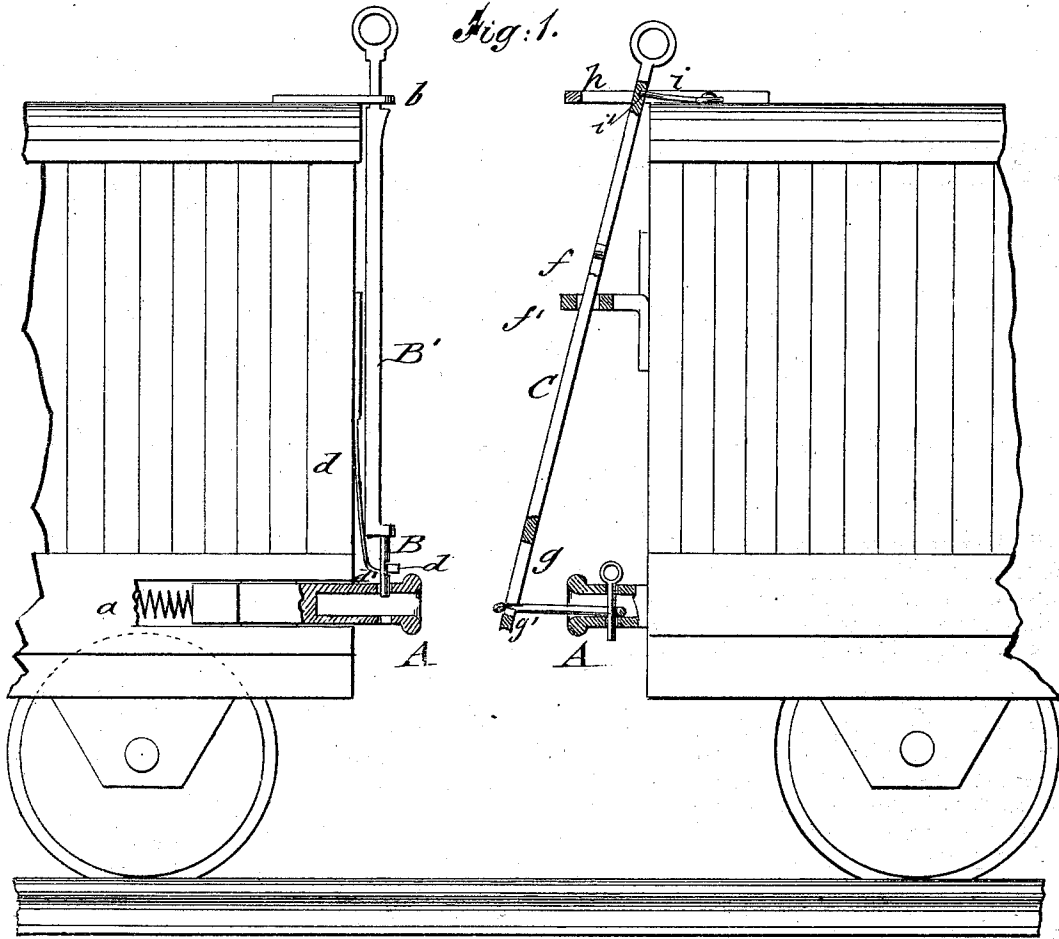
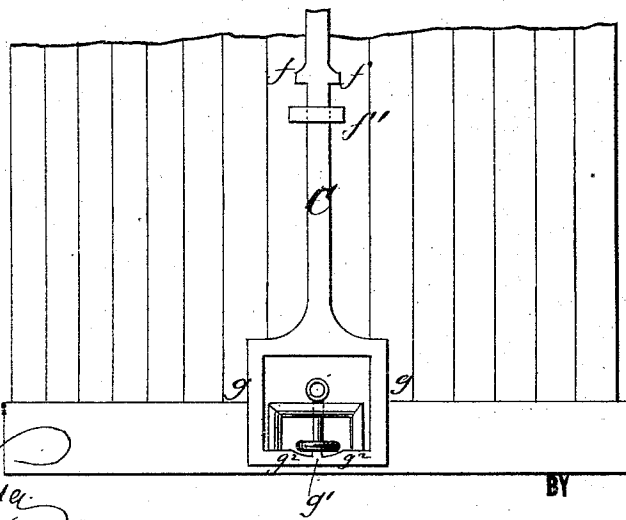


Fig. 2.



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

ALEXANDER NEEL, OF RICHWOOD, OHIO.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **155,883**, dated October 13, 1874; application filed June 27, 1874.

To all whom it may concern:

Be it known that I, ALEXANDER NEEL, of Richwood, in the county of Union and State of Ohio, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a vertical longitudinal section of my improved car-coupling as attached to adjoining freight-cars, and Fig. 2 a front view of one draw-head with the link-supporting lever-rod.

Similar letters of reference indicate corresponding parts.

The invention will first be fully described and then pointed out in the claim.

In the drawing, A represents a draw-head, of the usual shape and material, attached to the bottom frame of a freight-car, with a strong buffer-spring, *a*, for allowing the sliding back of the draw-head on coming in contact with the connecting draw-head. The draw-head A of one car is provided with a pin, B, which is connected by an extension-rod, B', with the top of the car, and guided in a suitable staple, *b*, thereon. A band-spring, *d*, of the car is bent forward and locks into a notch, *d'*, of pin B when the same is raised, the pin B being readily released from the spring-catch on the sliding back of the draw-head. The draw-head A of the adjoining car has the common coupling-pin, but is provided with a lever-rod, C, which swings, by side shoulders *f*, on a perforated bracket-bar, *f'*, of the car; and supports, by a bottom guide-loop, *g*, with central lug *g*¹ and curved side recesses *g*², the coup-

ling-link D in horizontal position for coupling. The top or handle end of lever-rod C is guided in a slotted bar, *h*, and retained in position for holding the link by a catch-piece, *i*, of the car, which enters a recess, *i'*, of the lever, or catches a projection, *i'*, of the same. When the link is thus held horizontally, as indicated in Figs. 1 and 2, and the coupling-pin of the other draw-head raised, the approach of the cars produces the entering of the link, and, by the contact of the lever-rod D' with the draw-head, the dropping of the same and its swinging back over the other draw-head toward the car. The link enters then the draw-head until the concussion of the draw-heads releases the raised pin and causes the dropping of the same, and thereby the automatic coupling of the draw-heads.

For uncoupling, the pin B, with rod extension, is raised and locked by the spring-catch into position ready for recoupling whenever required.

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

The swinging lever-rod C, having guide-loop *g*, in combination with top catch *i* for supporting coupling-link until in contact with approaching connecting draw-head, substantially as specified.

ALEXANDER NEEL.

Witnesses:

MARY E. FERGUSON,
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