

(No Model.)

G. O'K. S. CONWAY.

CAR COUPLING.

No. 308.304.

Patented Nov. 18, 1884.

Fig. 2

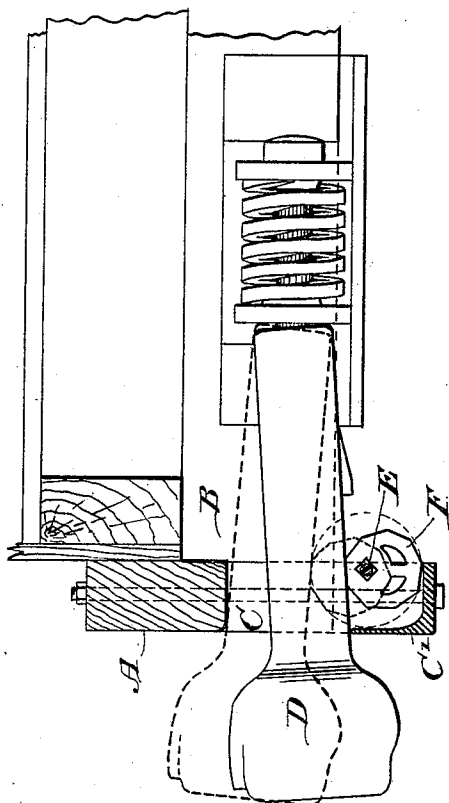
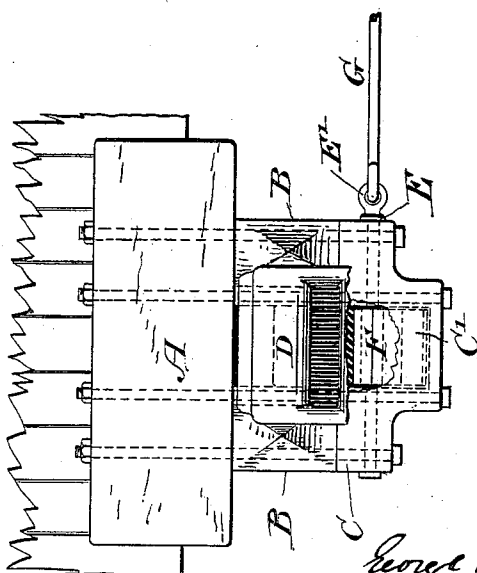


Fig. 1



Witnesses:

Owen N. Evans

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UNITED STATES PATENT OFFICE.

GEORGE O'KILL STUART CONWAY, OF STONEFIELD, QUEBEC, ASSIGNOR OF TWO-THIRDS TO JAMES COOPER AND FREDERICK FAIRMAN, BOTH OF MONTREAL, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 308,304, dated November 18, 1884.

Application filed July 29, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE O'KILL STUART CONWAY, of Stonefield, in the county of Argenteuil and Province of Quebec, Canada, have invented a certain new and useful Improved Device for the Adjustment of Draw-Bars to Railway-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention has for its object to render the mouth of the draw-bar adjustable vertically in position, the device employed for the purpose holding it at any height desired, thus enabling a car provided with the invention to be coupled to others of different heights, and still to have a direct pull on the links.

I may further say that this invention is specially applicable for use with the car-coupler for which Letters Patent of the United States No. 257,659 were granted to me on the 9th May, 1882.

I propose to mount on the bolt passing through the bridle an eccentric, the periphery of which is composed of a number of faces, on either of which the draw-bar may rest. This bolt is, where it passes through the eccentric, made square in section, and is carried out on one side as far as the side of the car, terminating in a small crank by which it is operated.

For full comprehension of the invention reference must be had to the annexed drawings, forming part of this specification, in which—

Figure 1 is a front view, and Fig. 2 a side view, of a draw-bar to which my invention has been applied.

Similar letters of reference indicate like parts.

A is the dead-wood of the car, B B being the flange-timbers holding the bridle C, all these

being arranged and secured together by bolts in any usual and approved manner.

D is the draw-bar, either of any ordinary construction or of the form set forth in the patent above referred to, secured in place in the bridle C in such a way as to allow of the raising and lowering of its mouth. The ordinary attachment will suffice in nearly every case.

E is the bolt, passing horizontally through the bridle C, on which is mounted an eccentric, F, the periphery of which is formed of any desired number of faces. The bolt E is, where it passes through this eccentric F, square, so that its rotation in either direction will, through the action of the eccentric, raise and lower the outer end of the draw-bar to the position desired, the polygonal periphery of the cam giving a secure rest for the draw-bar. This bolt E can be carried out to the side of the car and cranked at the end; or, as shown in Fig. 1, can be made to end in a flat eye, E', to which is connected a rod, G, with crank on end. By this means the eccentric F can be operated from the side of the car.

I prefer to form in front of the eccentric F, and in order to act as a shield to it, an apron, C', made in one with the bridle C.

What I claim is as follows:

1. In a car-coupling, the combination of the movable draw-bar having a plane lower surface, with the pivoted eccentric of polygonal cross-section, substantially as described.

2. The combination of the movable draw-bar, the eccentric, and the apron or shield C', substantially as described.

GEORGE O'KILL STUART CONWAY.

In presence of—

FRAS. HY. REYNOLDS,
OWEN N. EVANS.