

(No Model.)

J. ANDERSON.
CAR COUPLING.

No. 505,933.

Patented Oct. 3, 1893.

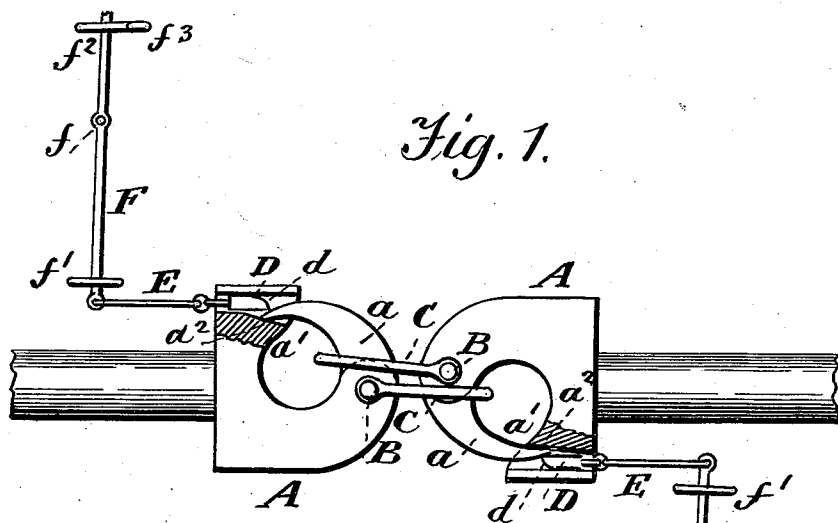


Fig. 1.

Fig. 2.

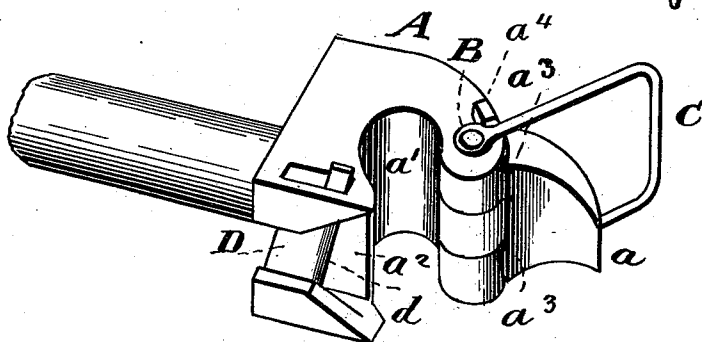
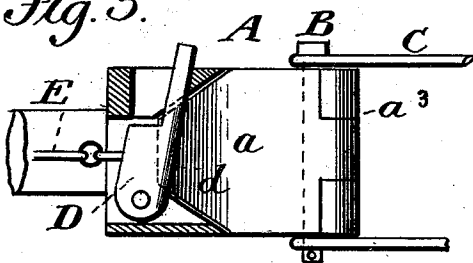


Fig. 3.



Witnesses:
A. Ruppert,
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Inventor.

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att'y

UNITED STATES PATENT OFFICE.

JOHN ANDERSON, OF PHILADELPHIA, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 505,933, dated October 3, 1893.

Application filed March 25, 1893. Serial No. 467,601. (No model.)

To all whom it may concern:

Be it known that I, JOHN ANDERSON, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania have invented certain new and useful Improvements in Car-Couplers; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The special object of the invention is to make a horizontally working car coupling wherein two links and two clutches are employed as hereinafter fully described in connection with the drawings.

Figure 1 of the drawings is a plan view of two drawheads connected by my coupling; Fig. 2 a detail view of a coupling with the clutch open, and Fig. 3 a vertical section taken longitudinally to show the lever-latch holding the clutch, the same being drawn on an enlarged scale.

In the drawings, A A represent the drawheads, each of which is provided with the curved hook *a* turning horizontally on a vertical pin B on which turns also the link C pivoted on each side of the drawhead.

D is a lever-latch pivoted at the bottom and the upper end falling forward by its own gravity, but beveled at *d* so that the outside curve of the hook or clutch *a* will press it back as the clutch is forced within the concavity *a'* of the drawhead. As soon, however, as the end of hook passes, the latch D falls forward in front of it, the end of hook being then between the latch and the stop or ridge *a''*. The pivoted rod E connects the latch D with a hand lever F fulcrumed at *f*

and working in the keepers *f'* *f''*, the latter of which has a catch *f'''* to hold the latch back whenever it is so desired. The hooks or clutches *a a* are closed by contact so as to pass through the link of the opposite drawhead, the drawheads being thus automatically coupled when they come together. In order to uncouple, the latch is pulled back by means of the lever and rod. With the ordinary link and pin coupler in an opposite drawhead, the hook *a* may be removed and the pin B serve as the coupling pin, the end of the link of opposite drawhead passing between the bifurcations *a''' a'''*. *a'' a''* are link-rests.

My coupler will prevent accidents through the separation of the cars of a train by heavy grades, the lateral vibration of cars or insecure couplers. It couples automatically and uncouples without the slightest danger to the operator. In making a flying switch, a man can stand on the platform and pull the latch back with his foot, without climbing down to the side of the car or climbing up on top of the same.

The double link is a very important feature as it is not within the range of probability that both links will give way or break on the same occasion.

What I claim as new, and desire to protect by Letters Patent, is—

In a car-coupling, a laterally swinging draft-hook combined, on a drawhead with a vertical cavity, with a laterally swinging bail, as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN ANDERSON.

Witnesses:

BENJAMIN ORR,
AUSTIN MYERS.