

(No Model.)

N. R. SOLCER.
CAR COUPLING.

No. 467,903.

Patented Jan. 26, 1892.

Fig. 1.

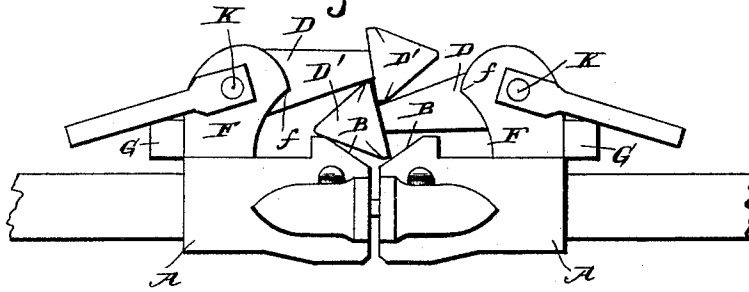


Fig. 2.

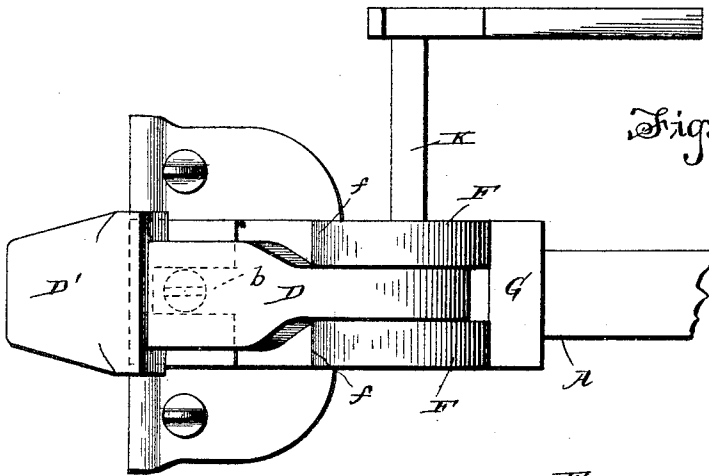
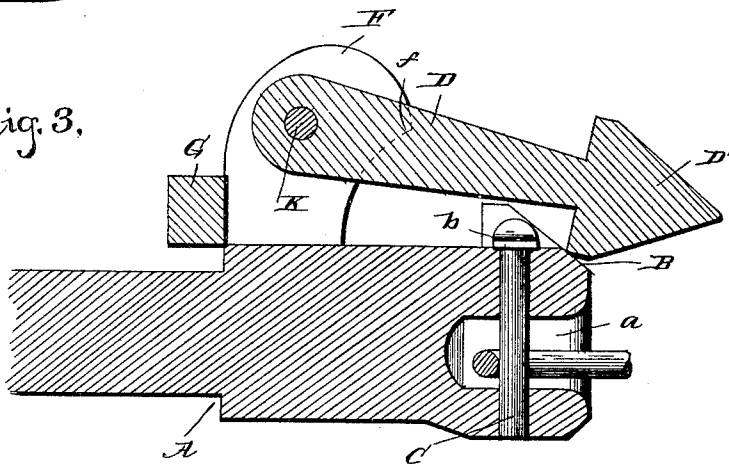


Fig. 3.



WITNESSES:

Samuel Ker.
Geo. M. Anderson

INVENTOR

N. R. Solcer

BY

E. W. Anderson
his ATTORNEY.

UNITED STATES PATENT OFFICE.

NEWTON R. SOLCER, OF MARYLAND, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 467,903, dated January 26, 1892.

Application filed July 31, 1891. Serial No. 401,280. (No model.)

To all whom it may concern:

Be it known that I, NEWTON R. SOLCER, a citizen of the United States, and a resident of Maryland, in the county of Ogle and State of Illinois, have invented certain new and useful Improvements in Car-Couplings; 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of my improved coupling in side elevation. Fig. 2 is a plan of one-half the coupling, and Fig. 3 is a central vertical section of the same.

This invention has relation to certain new and useful improvements in car-couplings; and it consists in the novel construction and combination of parts, as hereinafter specified, and pointed out in the claims.

In the accompanying drawings illustrating the invention, the letter A designates the draw-head having the central link-receiving recess *a* and the side link-receiving recesses *a'*. The forward upper edge of the draw-head is provided with a transverse flange B, the forward edge of which is obliquely beveled for the purpose hereinafter referred to. The central portion of this flange is slotted or recessed, as shown at *b*, to accommodate the head of a pin C, which passes through an aperture intersecting the central link-receiving recess *a*.

D represents a grapple or coupling having a pyramidal head D' offset from all sides to the shank D. At its rear end this shank is pivoted between arms F F, rising from the upper surface of the draw-head. The arms F F are provided with the forward, rounded, or convex extensions *f* at their upper portions, below and to the rear of the center of which are the bearings for the pivot-pin K of the grapple D, this assuring a low and direct draft and affording more durability and strength. To the rear of these arms at their lower portions is secured the dead-wood block C, which receives and breaks the shock of concussion. The grapple of the approaching car has

a similar coupling and will strike the front beveled surface of the flange B, which will guide it up into engagement with the opposite grapple. By forming the head of the grapples offset on all sides from the shank a lateral play is provided for going around curves, &c. If the car has a link carried in the central recess, the coupling-pin therefor will not interfere with the grapple, as its head will lie in the recess.

The pivot-pin K may be extended beyond the outer surface of the arms F F at one or both sides and be provided with a crank or other suitable means for effecting the raising of the grapple to effect the uncoupling without entering between the cars.

Having described this invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The car-coupling comprising the draw-head having the central link-receiving chamber and a chamber on either side thereof, the forward upper edge of said draw-head having a transverse flange, the forward edge of which is obliquely beveled, said flange being slotted centrally at *b* to receive the head of the coupling-pin, arms F F, rising from the upper surface of the draw-head and provided with forward, rounded, or convex extensions at their upper portions, a grapple or jaw having a pyramidal head pivoted between said extensions below and to the rear of the center thereof, and a dead-wood block secured to the rear of said arms at their lower portions, substantially as specified.

2. The draw-head having the arms F F supported thereon, said arms having the forward convex extensions, a grapple pivoted at its rear end in said arms, its pivotal point being below and to the rear of the center of said extensions, and a dead-wood block secured to the lower rear portions of said arms, substantially as specified.

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

NEWTON R. SOLCER.

Witnesses:

IRA ULFERS,
CHARLES M. HALLER.