

(No Model.)

M. C. QUIMBY.
Car Coupling.

No. 238,433.

Patented March 1, 1881.

Fig. 1.

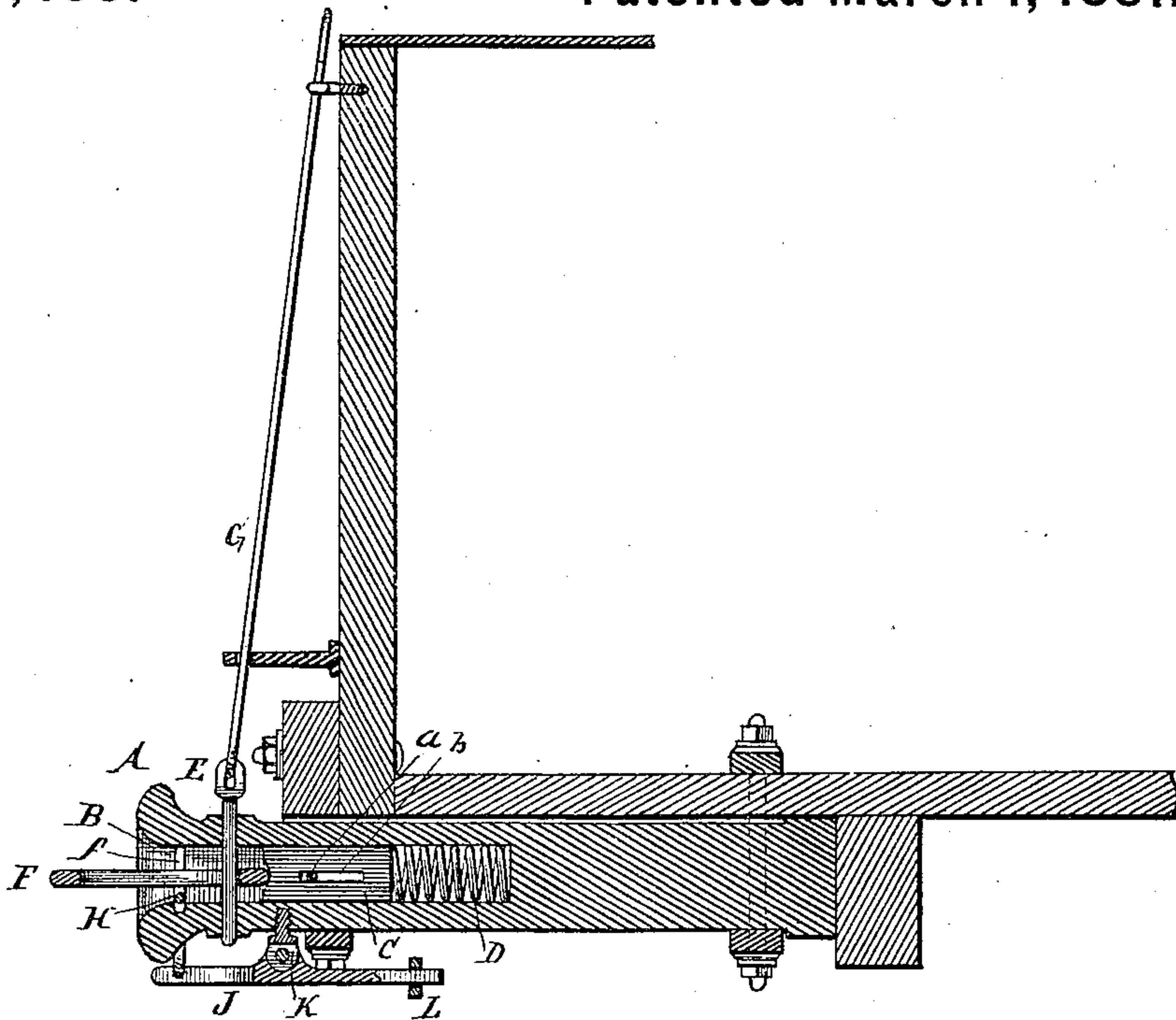
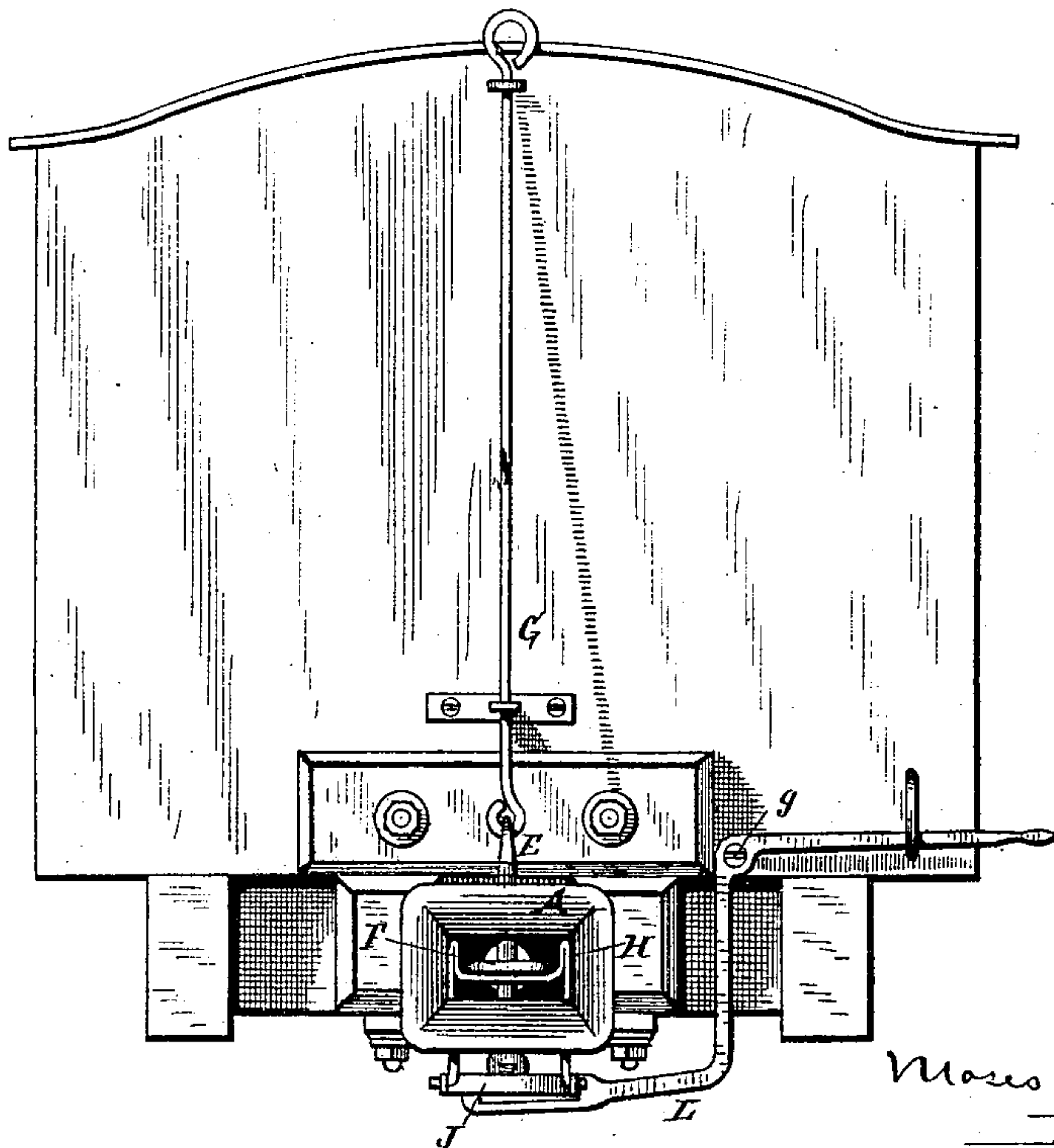


Fig. 2.



Witnesses:

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MOSES C. QUIMBY, OF OGDENSBURG, WISCONSIN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 238,433, dated March 1, 1881.

Application filed December 7, 1880. (No model.)

To all whom it may concern:

Be it known that I, MOSES C. QUIMBY, a citizen of the United States, residing at Ogdensburg, in the county of Waupaca and State of Wisconsin, 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

The present invention relates to that class of automatic car-couplings which are provided with means for guiding or controlling the link, and which have a spring-pressed pin-support that is forced back by the link entering the draw-head, permitting the pin to drop through the link.

The invention consists in the construction and combination of parts, which will be hereinafter more fully described, and then set forth in the claim.

In the drawings, Figure 1 is a longitudinal sectional view of my improved car-coupling, and Fig. 2 is a front view thereof.

The draw-head A is of any preferred construction, and has a suitable link-chamber, B, and in rear thereof a cylindrical or other shaped cavity or bore for receiving a cylindrical or other shaped stem, C, which acts as a support for the coupling-pin. This stem, when in its normal position, projects into the link-chambers so as to be immediately below the pin-hole in the top of the draw-head, and it is forced forward by means of spiral or other spring, D, arranged in rear thereof, or bearing upon its rear end. A transverse pin, *a*, fitted into the sides of the draw-head, passes through a slot, *b*, in the pin-support, and guides and limits the movement and play of the same. The coupling-pin E rests upon the aforesaid spring-pressed stem, and is held in a raised position by it until the coupling-link F of an opposite draw-head enters the link-chamber and pushes back the pin-support,

when the pin drops through the link and lower pin-opening in the draw-head.

A vertical rod, G, connected with the upper end of the coupling-pin, and extending to the top of the car, is for the purpose of raising said pin when the draw-head having my coupling devices is applied to a freight-car. In platform or passenger cars this rod is not necessary.

A frame or yoke, H, arranged inside the draw-head, near the mouth thereof, is for the purpose of raising or controlling the coupling-link, to present it properly to an opposite draw-head. This frame is constructed of a metallic rod, which is bent to form a horizontal link-rest, that extends across the draw-head, and is provided with vertical arms extending through holes in the floor of the draw-head. These arms are also fitted into vertical grooves or ways *f*, formed or located in the side walls of the draw-head so as to properly guide and protect said link-support.

The lower extremities of the link guide or frame are bent outward and enter eyes or holes in the two arms or branches of a bifurcated lever, J. This lever is fulcrumed in a forked post or hanger, K, extending from the bottom of the draw-head, and its rear portion is fitted in the slotted bottom arm of a double-elbow or bell-crank lever, L. This elbow-lever is pivoted to the front of the car or platform at the point *g*, and its upper horizontal arm extends beyond the side of the car, so as to be operated thereat. By properly manipulating said elbow-lever the lower slotted arm thereof will cause the bifurcated lever connected with the link-supporting frame to rock or vibrate in its fulcrum-hanger for the purpose of raising the link or presenting the same properly to the opposite draw-head. In this manner all liability of danger or accident to the operator is avoided, as the link can be controlled in a perfect and satisfactory manner from the side of the car.

The slot in the elbow-lever which receives the rear portion of the longitudinal bifurcated lever enables the draw-head to have the necessary lateral play.

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

5 The combination, with a draw-head and car, of the double-elbow lever having slotted bottom arm, the bifurcated longitudinal lever, fulcrumed on the lower side of the draw-head and fitted into the slot of the elbow-lever, and the vertically-movable link-supporting

frame or yoke fitted in guides in the draw-head, substantially as and for the purpose set forth. 10

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

MOSES C. QUIMBY.

Witnesses:

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