

(No Model.)

D. M. ELLIOTT.
Car Coupling.

No. 238,494.

Patented March 8, 1881.

Fig. 1.

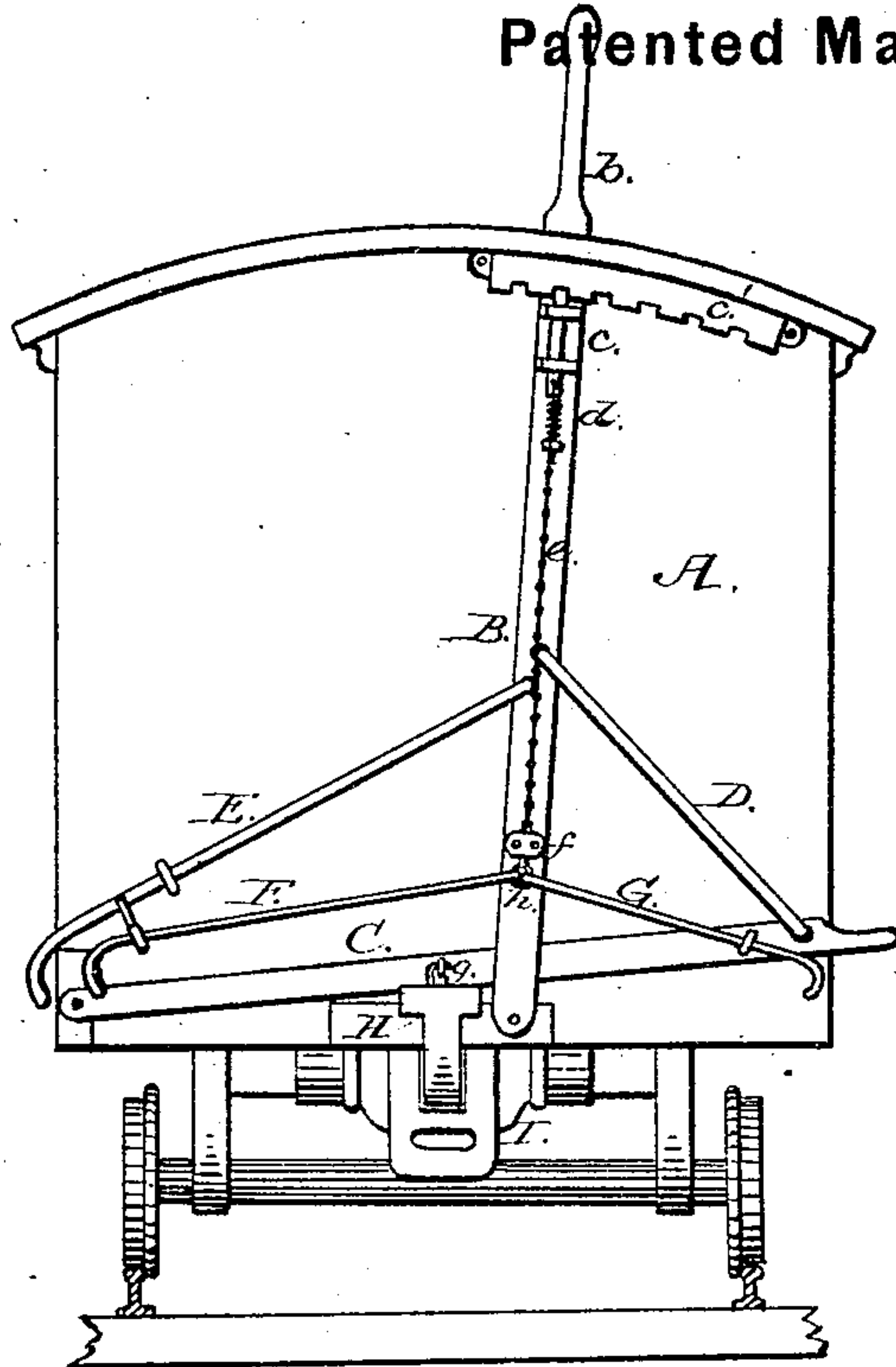


Fig. 2.

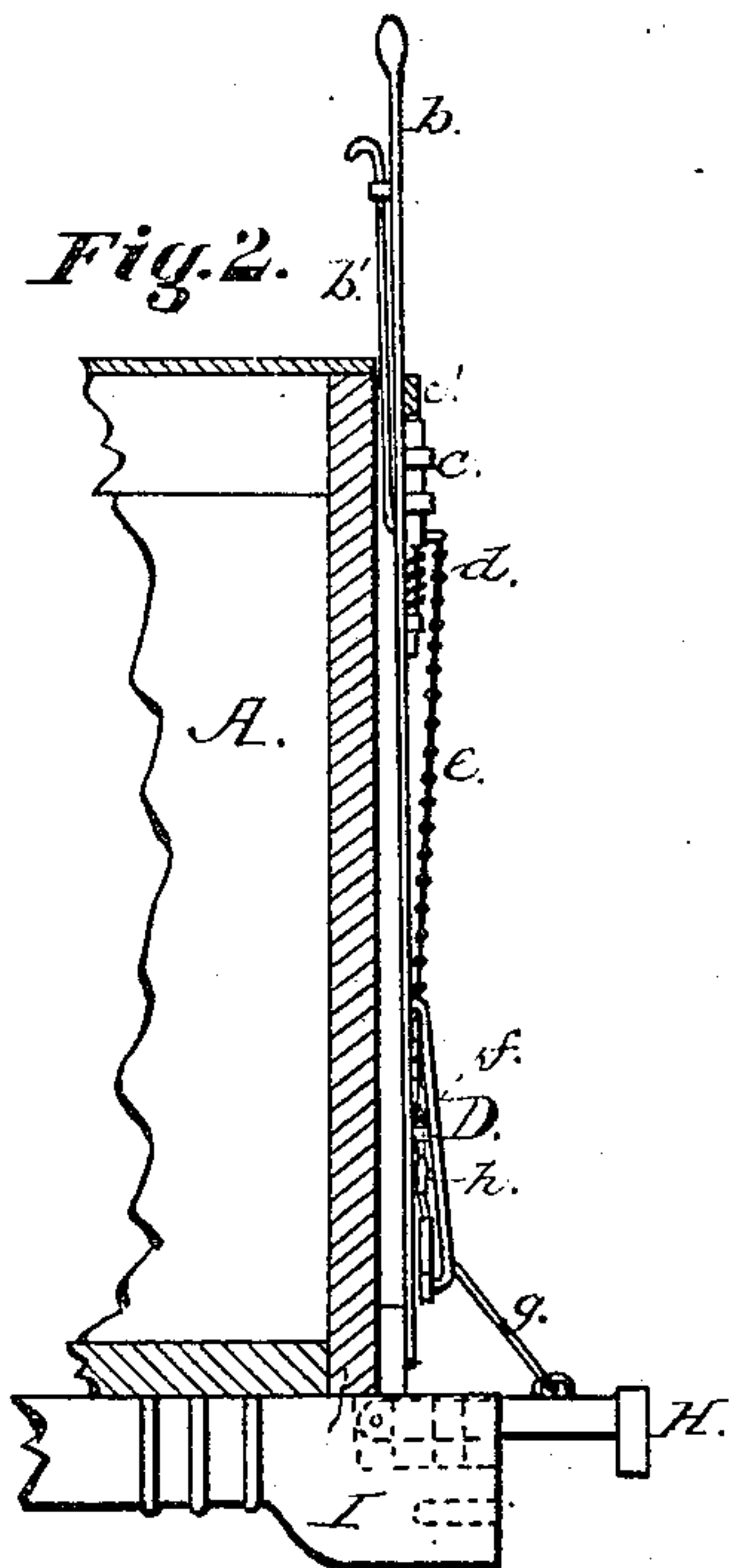


Fig. 4.

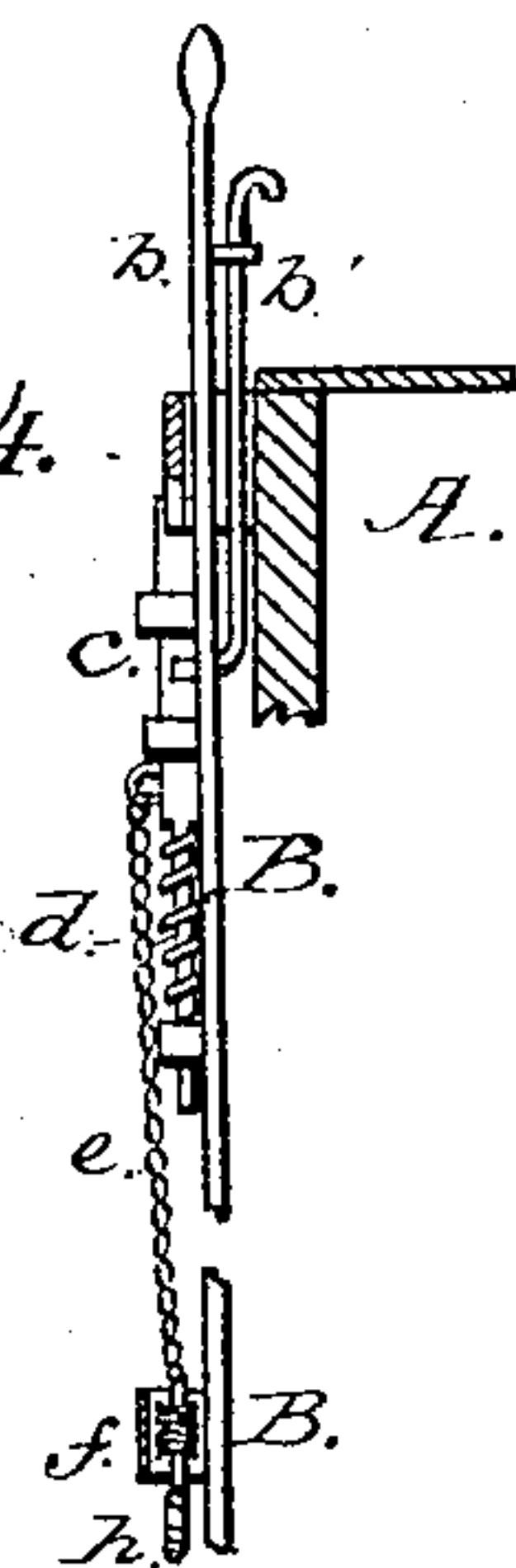


Fig. 5.

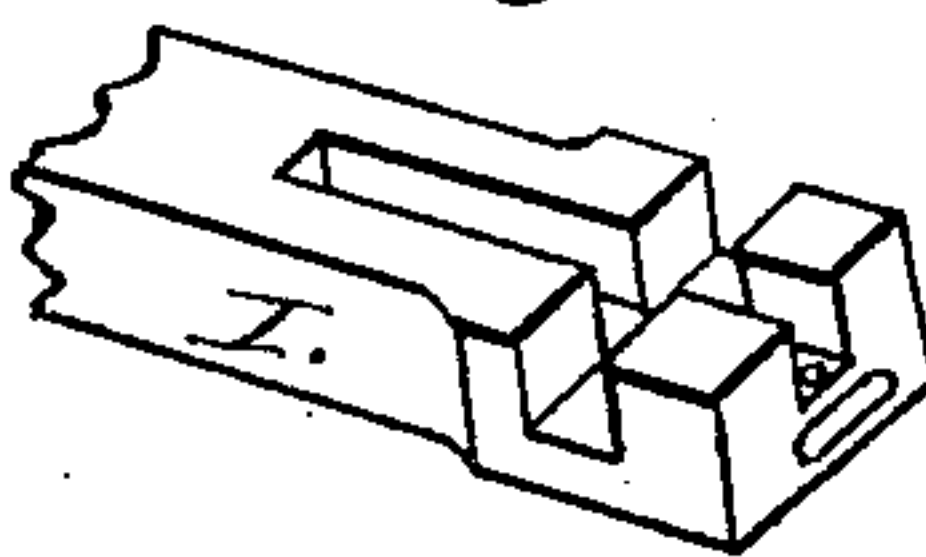
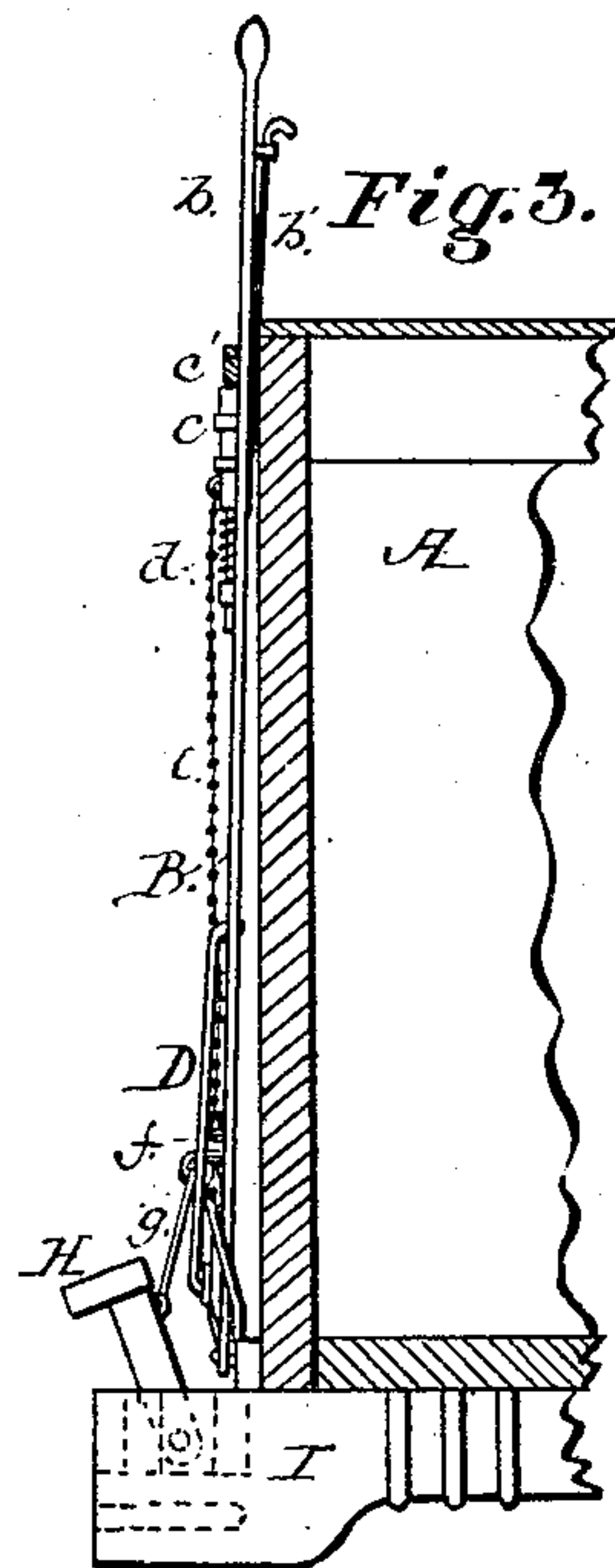


Fig. 3.



WITNESSES
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 238,494, dated March 8, 1881.

Application filed August 28, 1880. (No model.)

To all whom it may concern:

Be it known that I, DAVID M. ELLIOTT, of Hannibal, in the county of Marion and State of Missouri, have invented certain new and
5 useful Improvements in Car-Couplers; and I do hereby declare that the following is 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
10 being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to that class of car-couplings which are adapted to be operated
15 from each side and top of the car, thereby obviating the necessity of passing between the cars during the operation of coupling them together; and it consists of the details of construction and general arrangement of parts, all as will be hereinafter fully described, and
20 pointed out in the claims.

In the drawings, Figure 1 represents a front elevation of my complete invention; Fig. 2, a side elevation of the same with the coupling
25 down; Fig. 3, a similar view with the coupling raised; and Figs. 4 and 5 are detail views thereof.

Similar letters of reference indicate like parts in the several figures.

30 Referring to the drawings, A represents the front or rear of the ordinary freight-car, which is provided with a vertical bar, B, pivoted near the bottom and passing through a ratchet-frame, *c'*, at the top of the car, where it is provided with the lever *b*. Upon said bar, near
35 the top, is secured a sliding bolt, *c*, which engages with the lugs upon the bottom of the segmental frame *c'*, to hold said bar or lever B in place when the coupling H is raised or lowered, said bolt being provided at the bottom
40 with a coiled spring, *d*, to engage the bolt with the lugs on the frame *c'*.

b' represents a hand-lever connected to the rear of the bolt, to depress the same when operating the coupling, as fully shown in Fig. 4.
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Across the lower face of the car is provided a flat lever, C, which is pivoted to one side of the car, as shown, and connected to the upright B by the brace-rod D, the T-shaped
50 coupling being connected or held to the center of the lever by the small rod *g*.

Near the center of the upright lever or bar B are provided double rollers *f*, arranged in a suitable frame, between which passes the chain

or cord *e*, which is fastened at the top to the bolt *c*, and at the bottom to the ring *h*, to which are connected the inner ends of the curved draw-rods E and G, as shown.

E represents a larger draw-rod, which is connected direct to the upright B, and terminates in a curved handle to one side of the car, which supports the draw-rod F by a hook or link, as fully shown in Fig. 1.

I represents the draw-head, having an intersecting cross-slot extending through its upper face, to the rear of which is pivoted the coupling H, as shown in Figs. 2 and 3.

The construction of my invention being as described, it will be observed that in the operation of the same the coupling H is raised
70 and lowered by operating either the vertical lever B, or the side draw-rods and lever C. The drawing out of the rods F and G serves to pull down the chain *e*, thereby releasing the bolt *c* from the lugs on the frame *c'*, when, by
75 either depressing or elevating the lever C or working the draw-rod E, the coupling H can be raised or lowered at pleasure.

In operating the vertical lever or bar B at the top of the car, the lever *b'* is depressed,
80 thereby releasing the bolt *c* from the lugs on the frame *c'*, and enabling the lever *b* to be pushed from side to side, to either raise or lower the coupling H.

It will also be observed that the coupling
85 H is held in place, either when raised or lowered, by means of the rod *g* connecting the same to the lever C.

Having thus described my invention, what I claim as new and useful is—
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1. In a car-coupling device, the upright lever B, provided with the bolt *c* and frame *c'*, said bolt having coiled spring *d* and rear lever, *b'*, and adapted to be operated by said lever *b'* and by the draw-rods F and G, in combination with the lever C, draw-rod E, and brace-rod D, the coupling H being connected to the lever C by the rod *g*, substantially as and for the purpose specified.
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2. In a car-coupling device, the combination
100 and arrangement of the upright lever B, cross-lever C, and draw-rods E, F, and G, with the coupling H, substantially as and for the purpose specified.

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Witnesses:

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