

(No Model.)

L. ANDERSON.

CAR COUPLING.

No. 259,973.

Patented June 20, 1882.

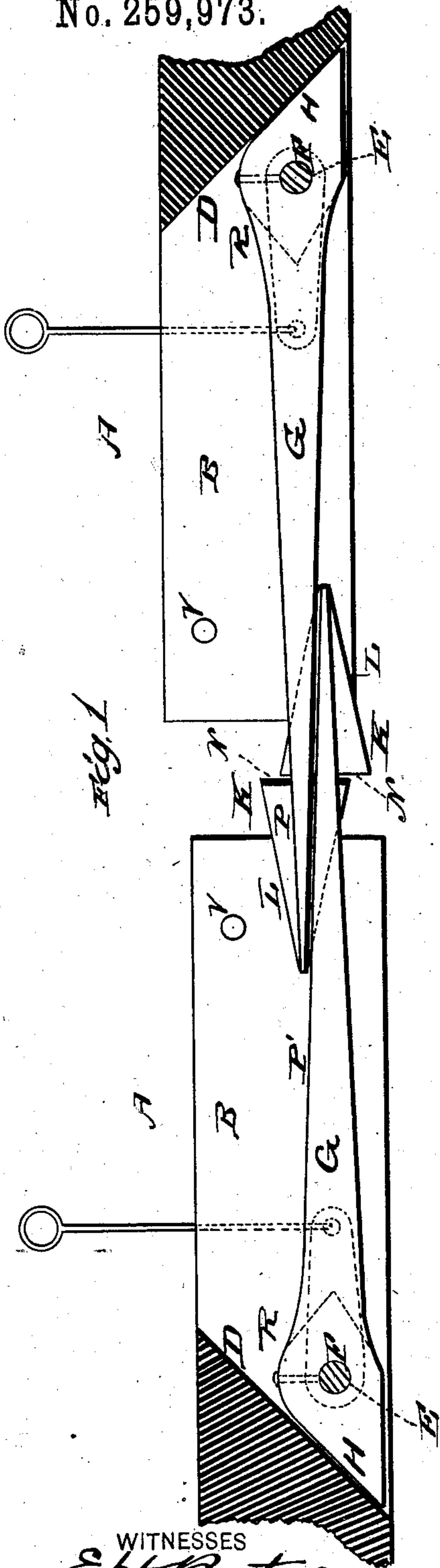


Fig. 1

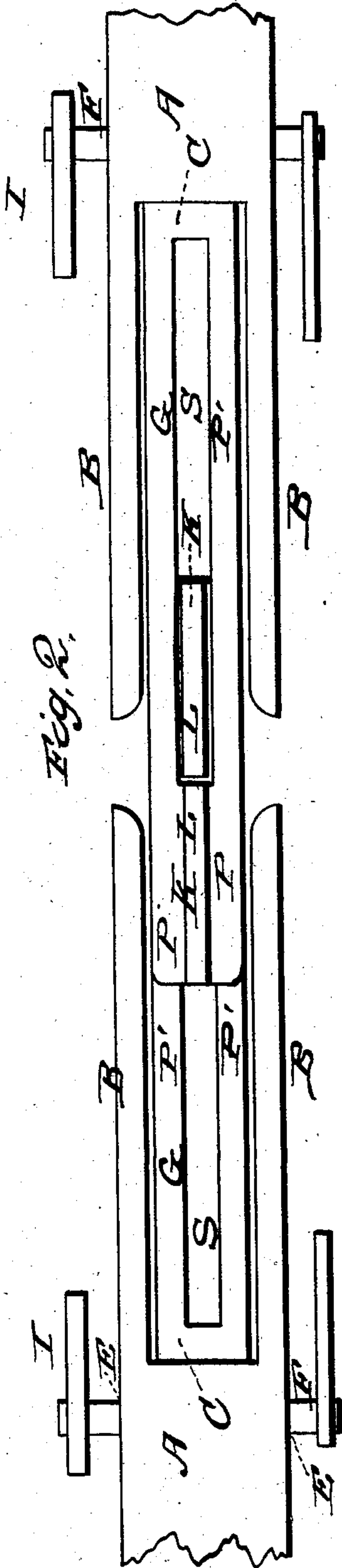


Fig. 2



Fig. 3

Fig. 4

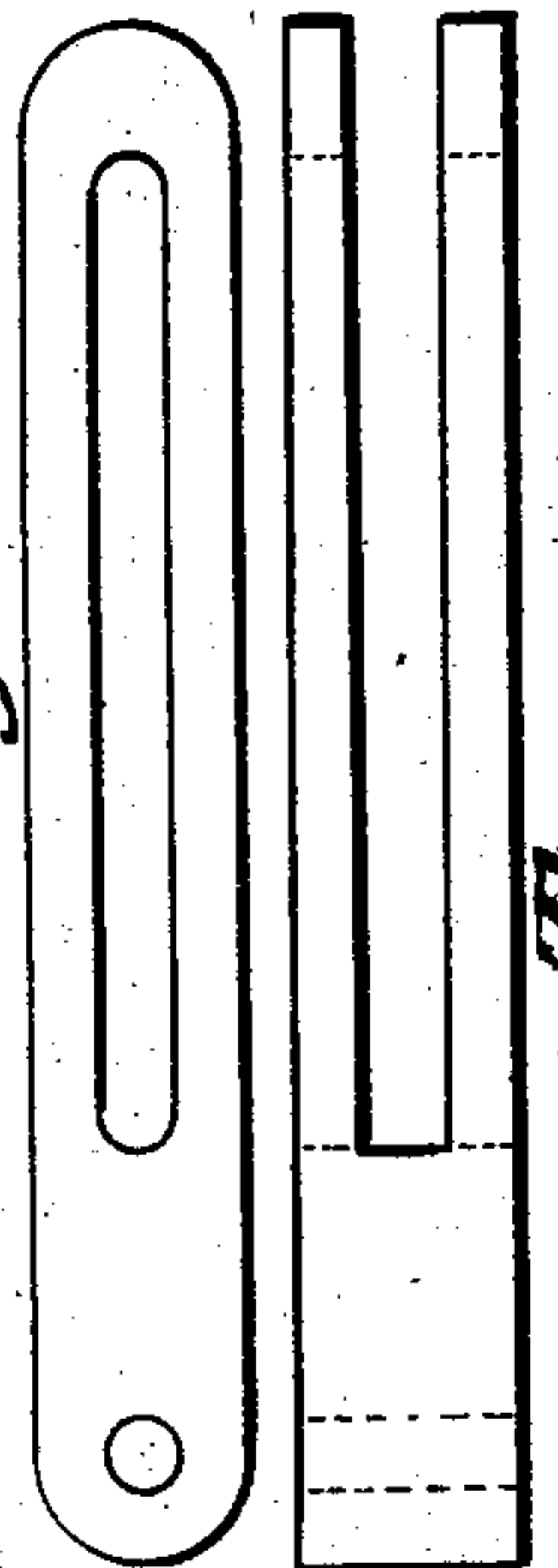


Fig. 5

WITNESSES
E. H. Bates
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by *Anderson Smith*
his ATTORNEYS

UNITED STATES PATENT OFFICE.

LEE ANDERSON, OF PARIS, TEXAS, ASSIGNOR OF ONE-HALF TO LEMUEL P. HARRISON, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 259,973, dated June 20, 1882.

Application filed March 16, 1882. (No model.)

To all whom it may concern:

Be it known that I, LEE ANDERSON, a citizen of the United States, resident of Paris, in the county of Lamar and State of Texas, have
5 invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed
10 drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a vertical sectional view of the coupler.
15 Fig. 2 is a plan view of the same. Fig. 3 is a perspective view of one of the coupling-bars, and Figs. 4 and 5 are views of the link.

This invention has relation to devices for coupling cars; and it consists in the construction and novel arrangement of the fork-shaped
20 draw-heads having under-beveled bearings between the branches, the slotted coupler-bars having hook-lugs in front of the slots and adapted to interlock, the side bearings or
25 ledges on each side of each hook-lug, designed to support the sides of the bar and to allow the hook-lugs to enter the slots in coupling, the inclined rear ends of the coupling-bars engaging the under-beveled bearing of the draw-
30 head, all in connection with the pivotal shafts of the coupler-bars having operating-levers, as hereinafter set forth.

In the accompanying drawings, the letter A designates the draw-head, consisting of a simple forked casting, having two branches, B,
35 separated by a vertical space, C, at the rear of which is an under-beveled bearing, D, between the branches. In front of this bearing, through the branches, are made perforations E, for the
40 passage of the shaft F, to which the coupler-bar G is secured, between the branches of the draw-head.

The coupler-bar is formed with an inclined rear end, H, which is designed to abut against
45 the bearing D, so that the coupler-bar is prevented from dropping too low for engagement with the opposite bar. At the same time, as the bearings D and H are without angular recesses, there is no liability of the parts becoming
50 jammed together. The coupler-bar can therefore be easily raised at any time in uncoupling by means of the levers or arms I at the ends of the shaft F.

At the front end of the coupler-bar vertical

hook-lugs K are formed above and below in the central line, said lugs having inclined front
55 edges, L, and abrupt shoulders N.

At the sides of the hook-lugs are rib-bearings P, which continue to the rear in the form of bars P' on each side of the slot S, which
60 extends from the hooked point of the coupler-bar to its heel R. The slot S is a little wider than the hook-lug K, and when the coupling-bars are interlocked a double engagement is
65 effected, the upper lug of one coupler rising into the slot of the other, while the under lug of the last descends into the slot of the former, the bars P' of each engaging the bearings P of the other on the sides of the hook-lug, as shown
70 in the drawings.

The point of the coupler-bar, when in engagement, extends within the lateral jaws or
75 branches of the opposite draw-head, so that there is no danger of lateral disengagement. Should either draw-head, however, become much inclined, as in case of accident where a
80 car has left the track, the leverage on the long points of the coupler-bars will tend to disconnect them, the uppermost coupler-bar being forcibly raised.

For incidental purposes—as in connecting cars of considerable difference in height or replacing a coupling-bar when broken—a forked
85 link, T, is employed, being connected by means of a pin passing through the perforations V near the front ends of the branches of the draw-head, the coupling-bar having been removed.

Having described this invention, what I claim, and desire to secure by Letters Patent, 90 is—

The car-coupling consisting of the forked draw-head having the lateral branches D, and the rear under-beveled bearing, D, the pivotal
95 shaft F, and the coupling-bar having the inclined rear end, H, the longitudinal slot S between the heel and point, and the central hook-lugs, K, of less width than the slot, and having the lateral bearings P, substantially
100 as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

LEE ANDERSON.

Witnesses:

V. W. HALE,
D. H. SCOTT.