

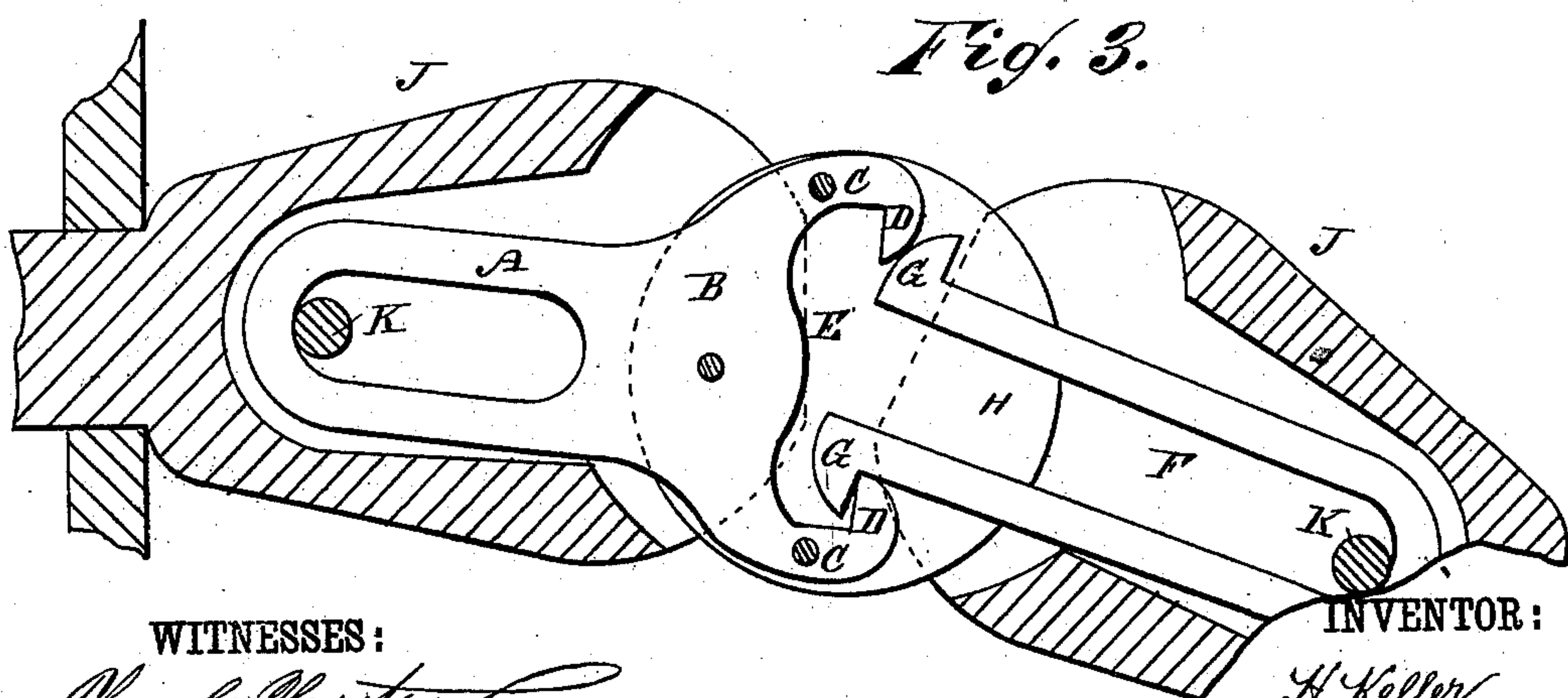
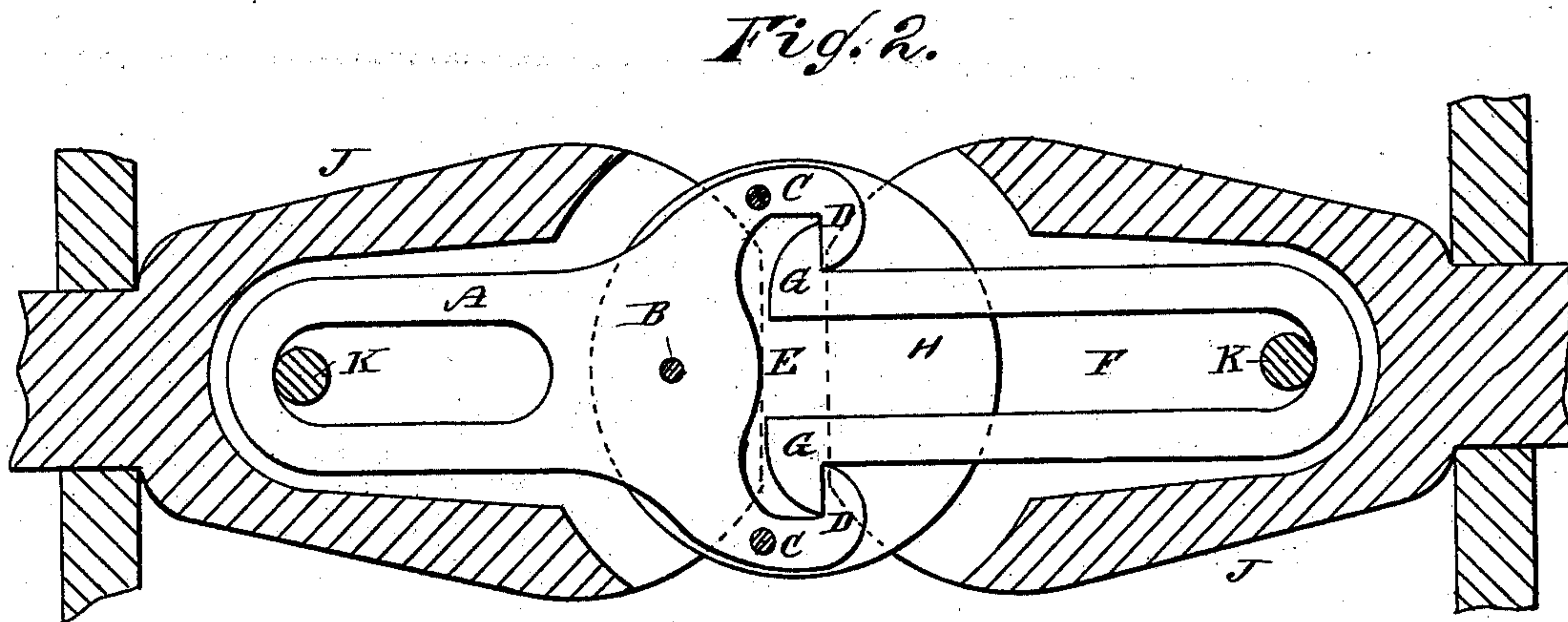
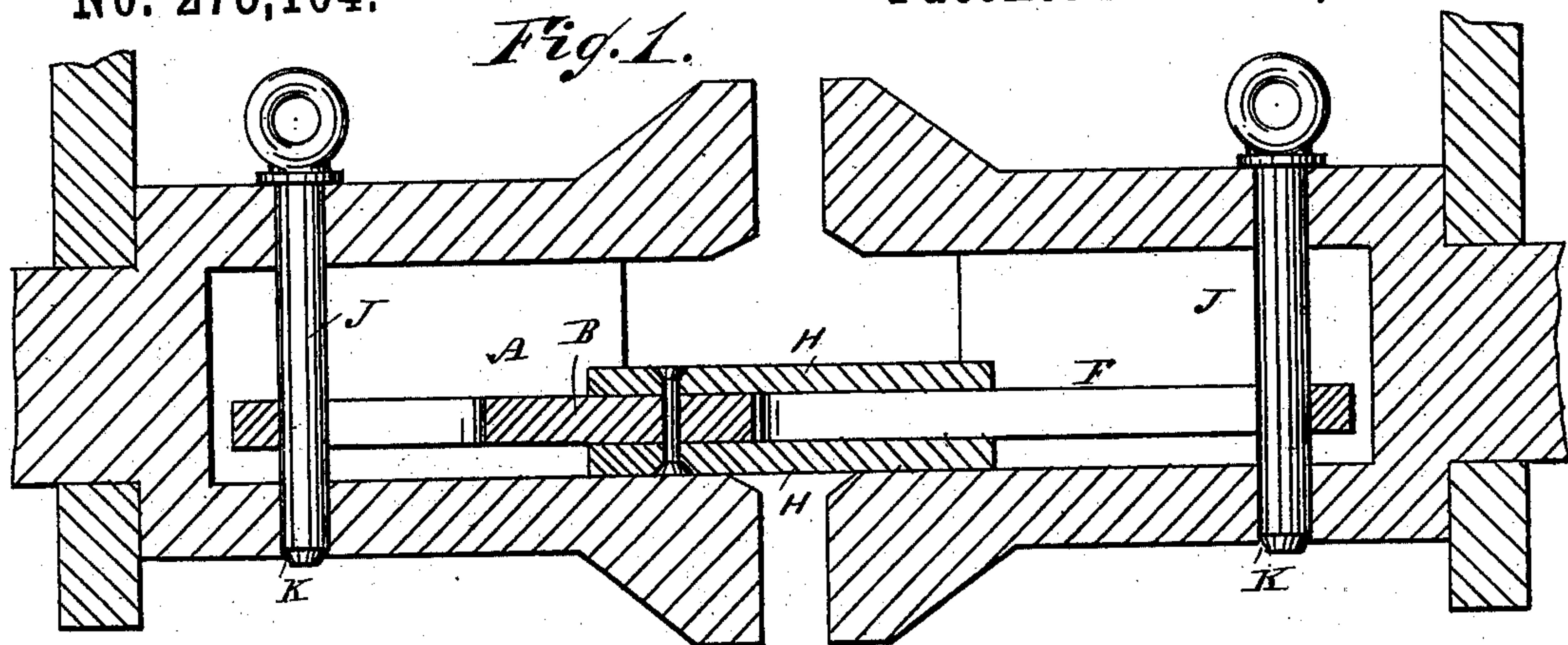
(Model.)

H. KELLER.

CAR COUPLING.

No. 273,104.

Patented Feb. 27, 1883.



WITNESSES:

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UNITED STATES PATENT OFFICE.

HENRY KELLER, OF CORPUS CHRISTI, TEXAS, ASSIGNOR OF ONE-HALF TO
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 273,104, dated February 27, 1883.

Application filed November 10, 1882. (Model.)

To all whom it may concern:

Be it known that I, HENRY KELLER, of Corpus Christi, in the county of Nueces and State of Texas, have invented a new and Improved Car-Coupling Link, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved car-coupling link which automatically uncouples cars in case one or more of the cars run off the track.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal sectional elevation of two draw-heads coupled by means of my improved link, which is also shown in longitudinal sectional elevation. Fig. 2 is a sectional plan view of the same. Fig. 3 is a sectional plan view of the same, showing the manner in which the cars are automatically uncoupled.

A longitudinally-slotted piece of metal, A, is provided at one end with a flat enlargement, B, which is provided at the ends with short prongs C, which are parallel with the slots, and are provided at the outer ends with rectangular hook projections D, projecting toward each other, and having the outer edges rounded or beveled. A recess, E, having its inner or rear edge rounded in a wave-line, as shown, is formed at the outer end of the enlargement B, between the prongs C. A U-shaped piece, F, made of steel, is provided at the ends of the shanks with outwardly-projecting rectangular projections G, which have their outer edges rounded or beveled. The projections G are placed within the recesses formed by the prongs C and projections D, as shown. Circular metal plates H are then riveted on the top and bottom surfaces of the enlarged part of the piece A.

The above-described link, which is about two feet long, is inserted in draw-heads J, and coupled in the usual manner by means of pins K, of the usual construction. The outer ends of the draw-heads are recessed, as shown, to receive the circular plates or disks H. If at any time a car runs off the track and the draw-

heads are brought at an angle to each other, the free ends of the piece F are contracted, and are drawn out of the recess behind the projections D, and the two parts forming the link will be disconnected and the cars will be uncoupled. This is of great importance, for then the car that has run off the track cannot draw off the other cars, and great accidents can thus be prevented.

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

1. A car-coupling link formed in two parts coupling together at or near the middle by hooks D G, and having a cavity, E, with an intermediate rise in the middle, whereby it is not adapted to uncouple as long as both cars remain on the track, and coming readily apart as soon as one car jumps the track, as described.

2. In a car-coupling, the combination, with a slotted piece provided at one end with an enlargement having inwardly-projecting hook projections, of a U-shaped piece provided at the ends of the shanks with outwardly-projecting hook projections passing within the hook projections on the other piece, substantially as herein shown and described, and for the purpose set forth.

3. In a car-coupling, the combination, with the slotted piece A, having an enlargement, B, provided with inwardly-projecting hook projections D, and a recess, E, of the U-shaped piece F, having outwardly-projecting hook projections G at the ends of the shanks, and of the plates H, secured to the top and bottom of the enlarged part B of the piece A, substantially as herein shown and described, and for the purpose set forth.

4. A two-part coupling-link having the plates H H—one above and the other below their junction—as shown and described, whereby the section F is prevented from rising or falling out of the plane of the other section.

H. KELLER.

Witnesses:

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