(No Model.)

LA FAYETTE W. & D. PAGE.

CAR COUPLING.

No. 288,258. Patented Nov. 13, 1883.

Fig 1

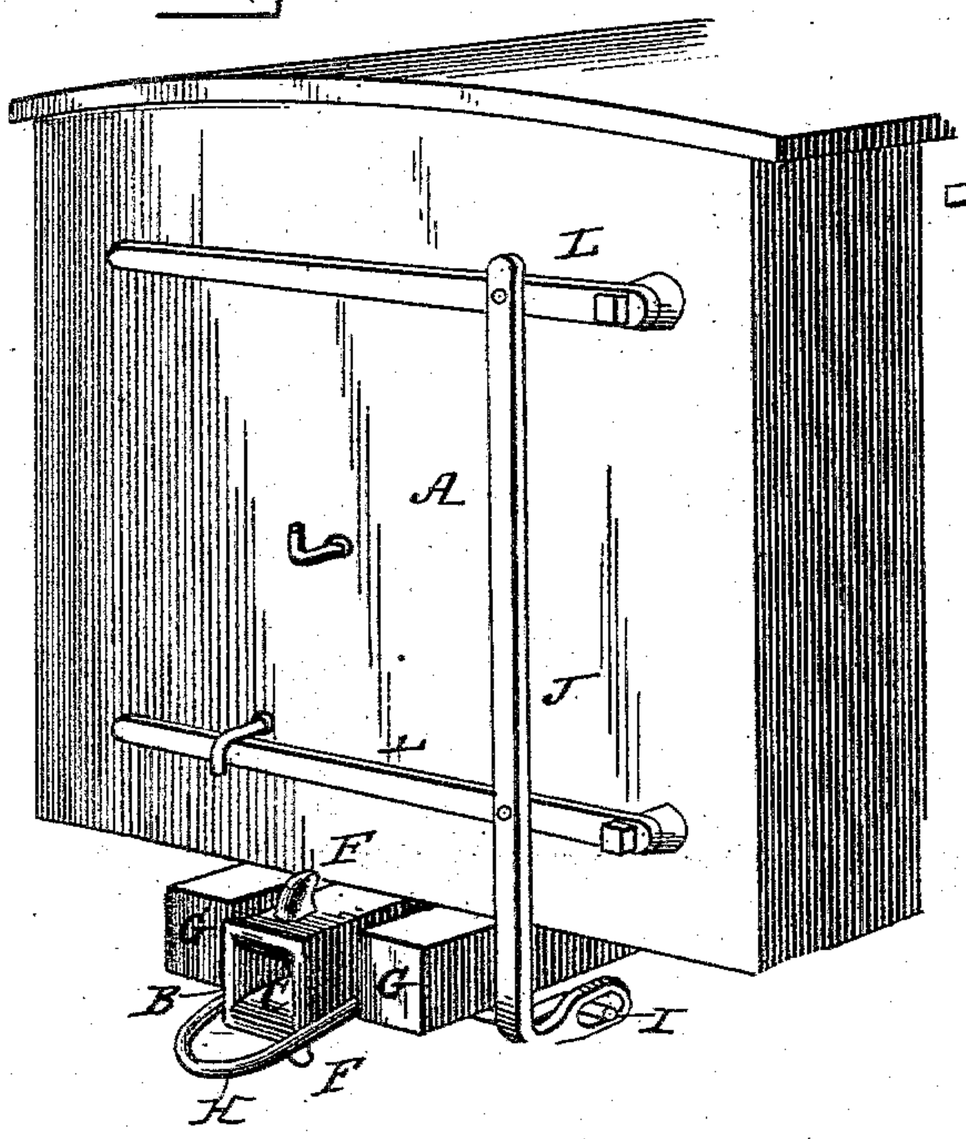

Fig 2

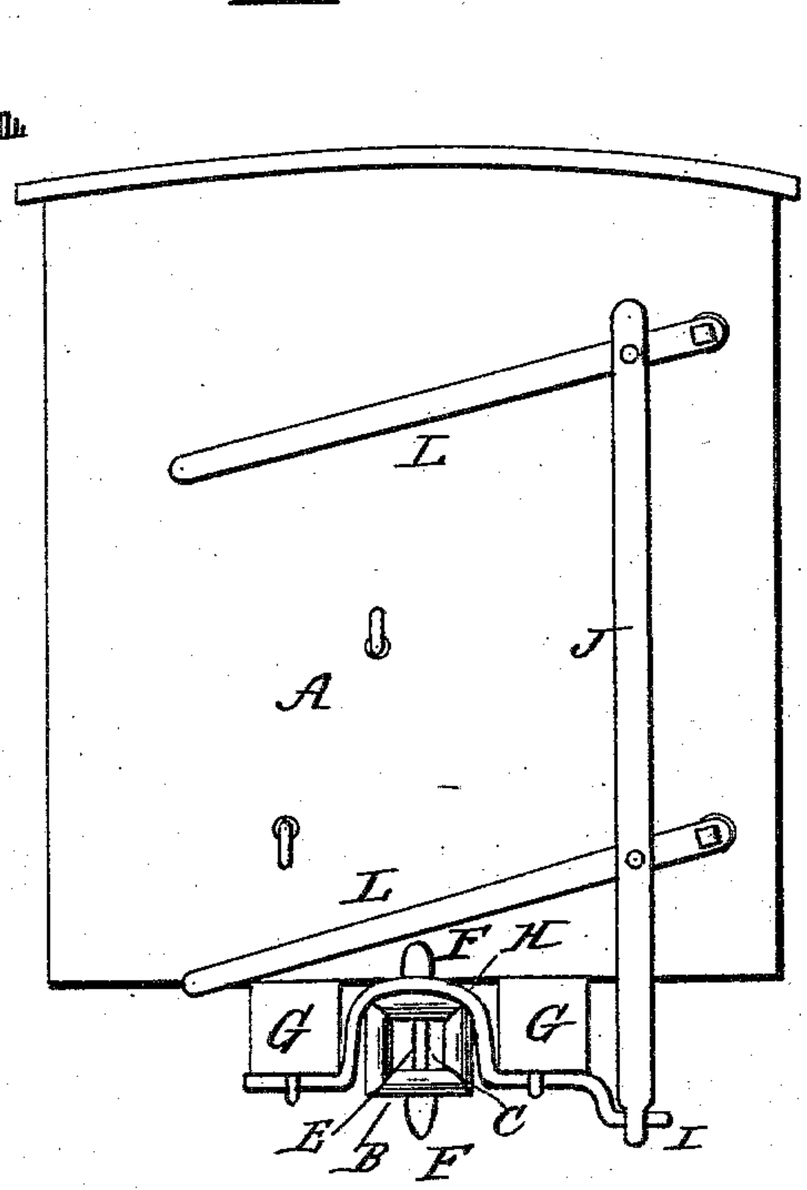

Fig 3

Fig 4

WITNESSES:

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UNITED STATES PATENT OFFICE.

LA FAYETTE W. PAGE AND D. PAGE, OF SHREVEPORT, LOUISIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 288,258, dated November 13, 1883.

Application filed June 8, 1883. (No model.)

To all whom it may concern:

Be it known that we, LA FAYETTE W. PAGE and D. PAGE, citizens of the United States, residing at Shreveport, in the parish of Caddo and State of Louisiana, have invented a new and useful Car-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to car-couplings; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, Figure 1 is a perspective view of the end of a car equipped with our improved coupling. Fig. 2 is a front view of the same. Fig. 3 is a longitudinal vertical sectional view, and Fig. 4 is a longitudinal vertical sectional view, showing a modification.

The same letters refer to the same parts in all the figures.

This invention has for its object to produce an attachment to cars having the ordinary pin- and link coupling, whereby the ordinary link is dispensed with, and a coupling produced which may be operated easily and effectively either from the side or the top of the car.

To this end it consists in the construction and arrangement of parts which I shall now proceed to describe.

A in the drawings hereto annexed designates the car, and B the draw-head, which is fitted to slide longitudinally, in the usual manner, between a pair of beams or guides, G G. The said draw-head is provided with the mouth or opening C and vertical perforation D, which serves, ordinarily, to receive the coupling-pin. The latter, however, is dispensed with, and in its place we secure a shank, E, the upper and lower ends of which are provided with rearwardly-facing hooks F F, beveled upon their front sides. One of the said hooks may be formed integrally with the shank and the other be screwed into place tightly in such a manner that the said hooks and shank shall be held tightly and securely in their proper position.

Transversely under the beams or guides G G is hinged a forwardly-projecting bail or link, H H, which extends in front of the draw-head, as shown. One end of the said bail has a crank, I, which is pivoted to the lower end of a vertically-sliding bar or rod, J, which is pivotally connected with a pair of levers, L L, pivoted to the end of the car at various heights, and by any one of which the said bar may be conveniently operated, so as to manipulate the link or bail. The latter is adapted to engage either one of the hooks F F of the draw-head of the next adjoining car.

As shown in Fig. 4 of the drawings, the hooks F F may be dispensed with, and a simple pin, P, secured in the perforation D of the draw-head, the upper and lower ends of the said pin serving to engage the coupling link or bail of the next car.

The operation of this invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed. It is simple, easily applied to cars having the old fashioned pin-and-link coupling, and it may be made and thus applied at a trifling expense.

We claim as our invention and desire to secure by Letters Patent of the United States—

The combination of the draw-head A, having vertical perforation D, the shank E, secured in said perforation and having rearwardly-facing hooks at its upper and lower ends, beveled upon their front sides, the bail or link H, hinged transversely under beams or guides G G at the sides of the draw-head, and mechanism for operating the said bail, substantially as set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

LA FAYETTE WILLSON PAGE.
D. PAGE.

Witnesses:
C. R. MINNICK,
T. F. BELL.