(No Model.)

A. T. ODELL & J. H. CORDELL.

CAR COUPLING.

No. 289,852. Patented Dec. 11, 1883.

FIG. 1.

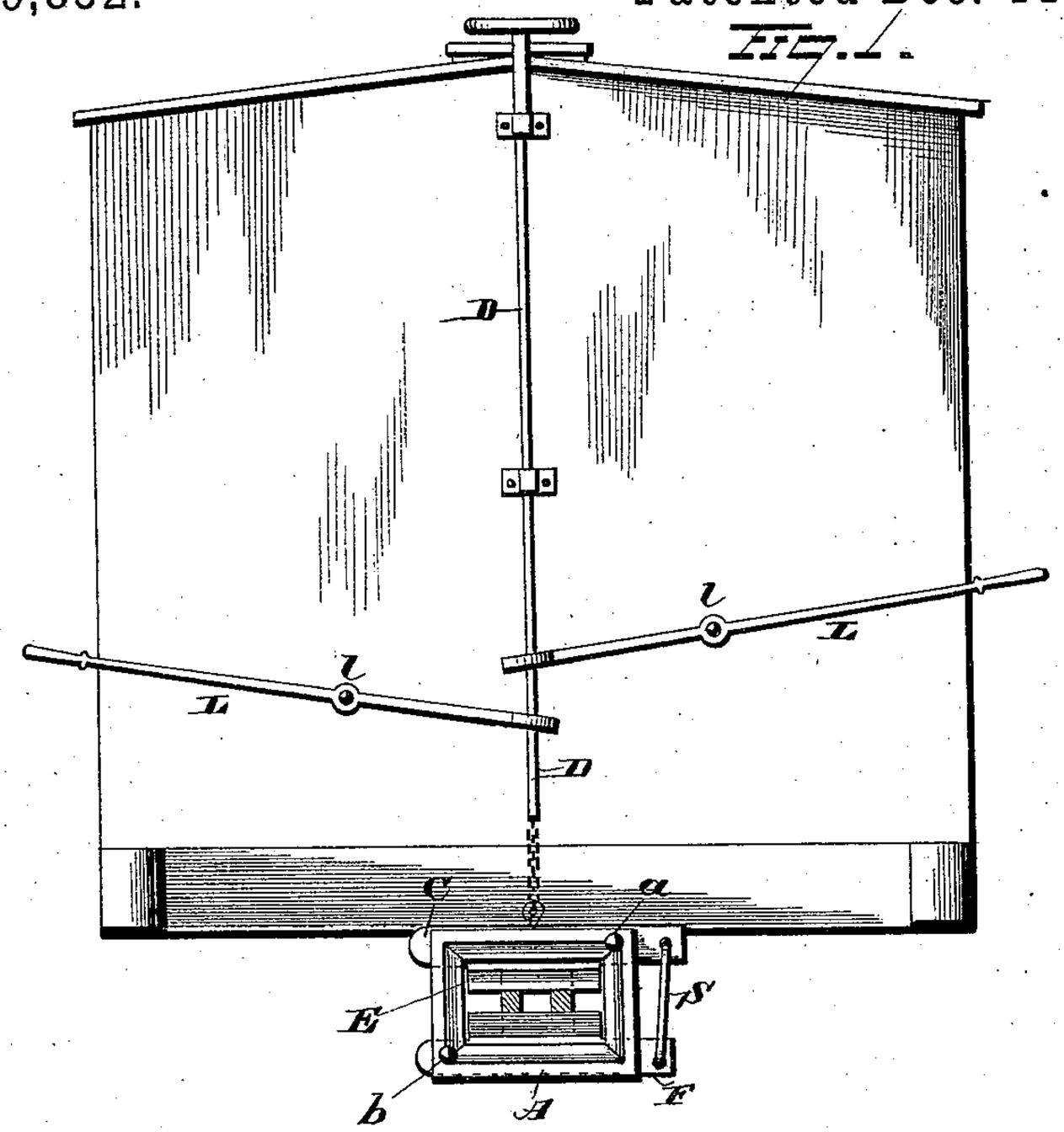


FIG. 2.

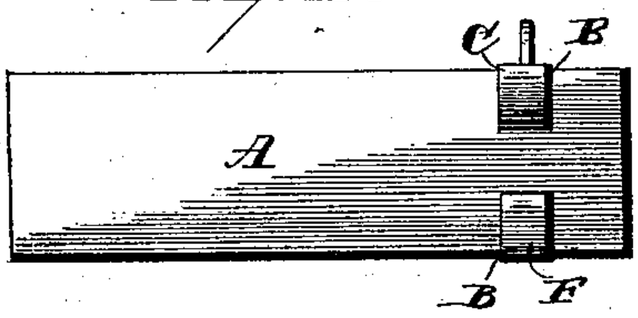


FIG. 3.

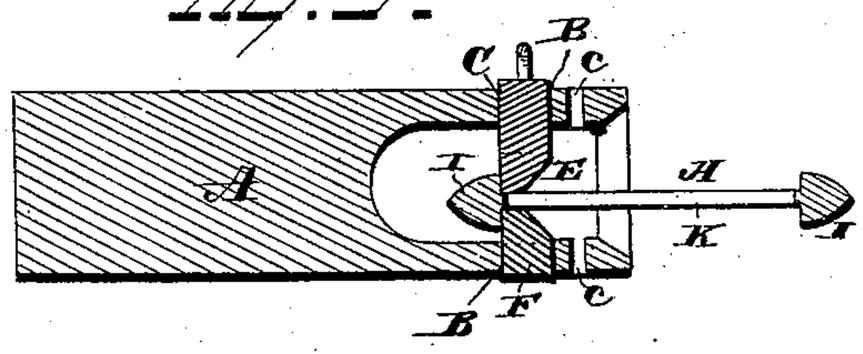
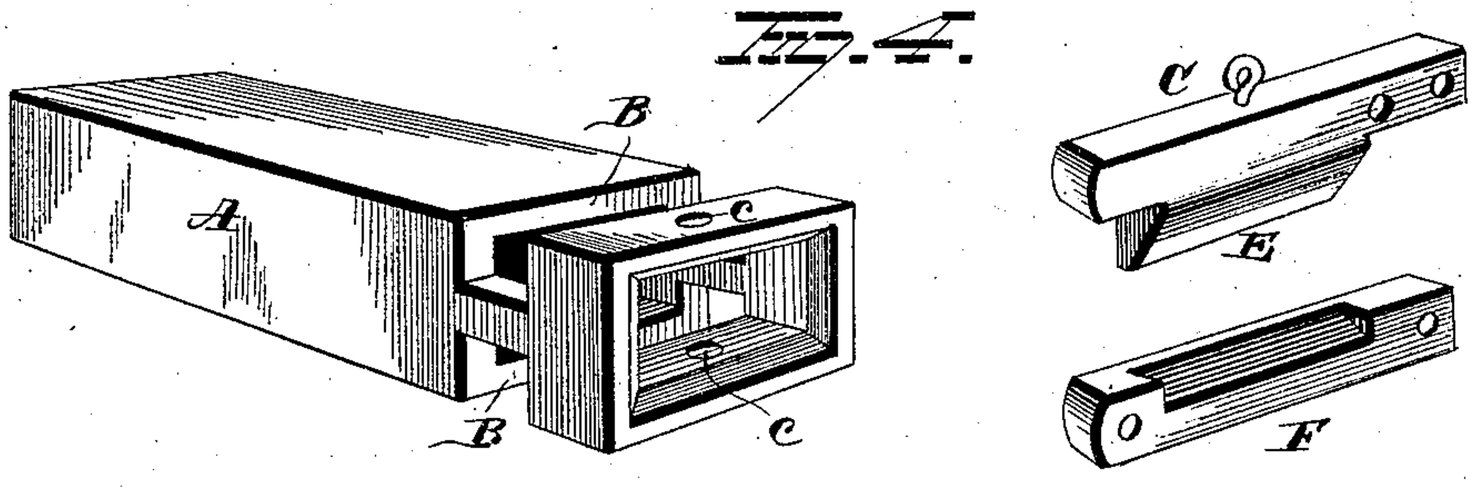


FIG. 4.



WITNESSES

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ALFRED T. ODELL AND JOHN H. CORDELL, OF MARSHALL, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 289,852, dated December 11, 1883.

Application filed October 17, 1883. (No model.)

To all whom it may concern:

Be it known that we, ALFRED T. ODELL and JOHN H. CORDELL, of Marshall, in the county of Saline and State of Missouri, have invented certain new and useful Improvements in Car-Couplings; and we 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.

Our invention relates to an improvement in car-couplings, the object being to provide a car-coupling which shall be simple and economical in construction, durable in use, and automatic in its movements; and with these ends in view our invention consists in certain novel features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective of a car-coupler embodying our improvement. Fig. 2 is a view in side elevation of the same. Fig. 3 is a view in longitudinal section. Fig. 4 is a detached view of the operating-lever.

A represents the draw-head of a car-coupler, provided with the transverse openings B on its upper and lower faces, diametrically opposite and opening into the interior of the draw-head.

Within the opening in the upper face is pivoted, at *a*, the lever C, provided with a clamping-jaw, E, which fits down in the opening and enters the interior of the draw-head. In the lower opening is pivoted, at *b*, diagonally opposite to pivotal connection *a*, the jaw F, which also enters the interior of the draw-head. The pivoted end of the lever C extends beyond the side of the draw-head, to which end of said lever is pivotally secured the upper end of a rod or link, S, the lower end of the rod or link being pivotally secured to the free end of the jaw F. When the lever C is down in its normal position, the two jaws E and F are adapted to meet, or nearly so, within the draw-head.

To the lever C is secured the upwardly-extending rod D, which is of sufficient length to extend beyond the top of the car, to which it is loosely attached, to which rod are secured the horizontal levers L, which are pivoted to the car at *l*, the outer ends of the same extending beyond the sides of the car, by means of which rod and levers the coupler may be operated without the necessity of getting in between the cars. When the lever C is raised by means of the lever L or D, the jaw E is also raised, and the pivoted end of the lever lowered, which, through the intervention of the connecting rod or link G, depresses jaw F. Thus it will be seen that by the above means the two jaws E and F are made to move simultaneously in opposite directions.

H represents the coupling-link, provided at opposite ends with arrow-heads I, and also provided with a longitudinal slot, K. This pin may be made in the form shown in the drawings, or it may be in the form of an S, to couple cars of different heights. The outer faces of the jaws E and F, being beveled, are easily forced open by the head I of the link H, and after the head has passed between them the lever C falls by gravity and keeps the jaws closed.

When it is desired to uncouple the cars, the lever C is raised, which raises the jaw E and simultaneously lowers the jaw F, thereby releasing the link. A pin may be passed down through the hole *c*, formed in the draw-head for that purpose, and passed through the link now commonly employed, thus adapting our coupler to be used in connection with the coupler now in common use. Again, the slot K in the link allows of the passage of a pin, when necessary—as, for instance, in case it is used in connection with the style of coupler now in common use, which coupling is a pin passing down through the draw-head.

Our invention is simple in construction, is of few parts, and is automatic in its operations.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a draw-head provided on its upper and lower faces with transverse openings, of a lever provided with a jaw pivoted in the opening in the upper face, a jaw pivoted in the opening in the lower face, and a rod or link pivotally connecting the lower jaw

with said lever, whereby the jaws are adapted to move simultaneously in opposite directions.

2. The combination, with a draw-head provided on its upper and lower faces with transverse openings, of a lever provided with a jaw pivoted in the upper opening, a jaw pivoted diagonally opposite in the lower opening, a rod or link connecting said lever and lower jaw, and a suitable link, substantially as set forth.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

ALFRED T. ODELL.
JOHN H. CORDELL.

Witnesses:
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JNO. S. TUCKER.