(No Model.)

M. C. CROWELL.

CAR COUPLING.

No. 303,364. Patented Aug. 12, 1884.

Fig. 1

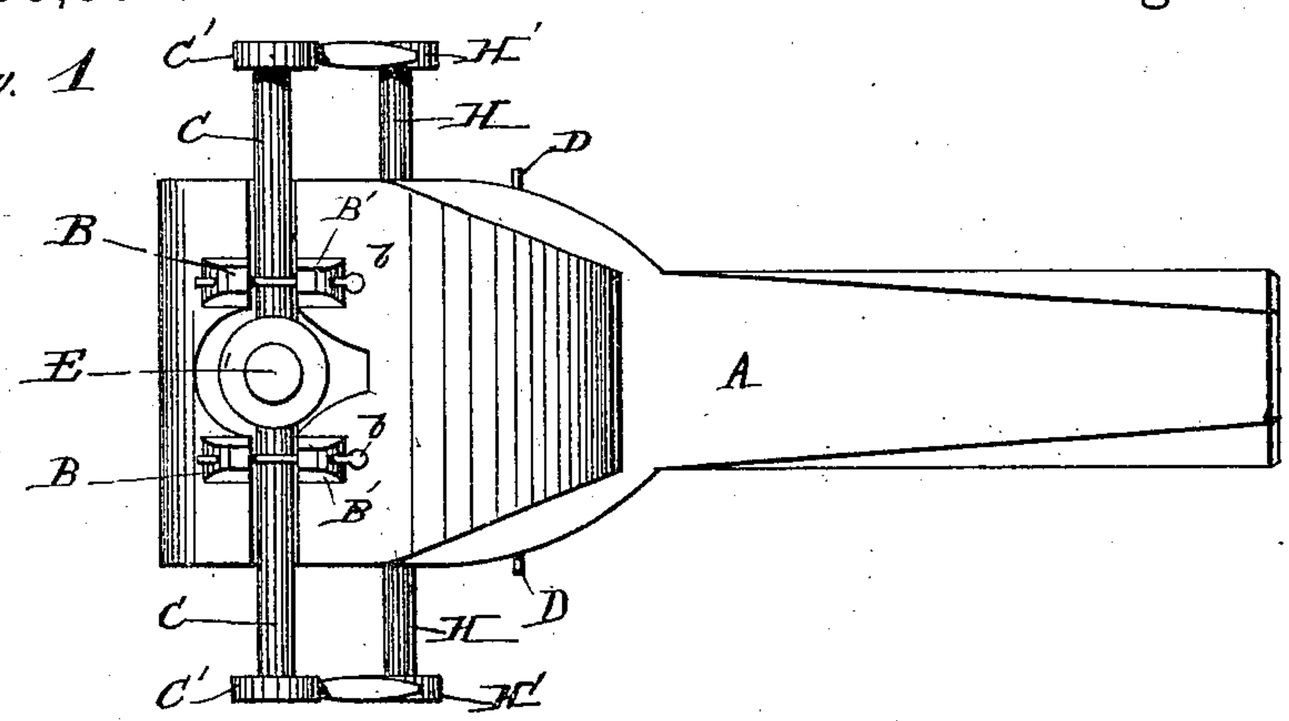


Fig. 2

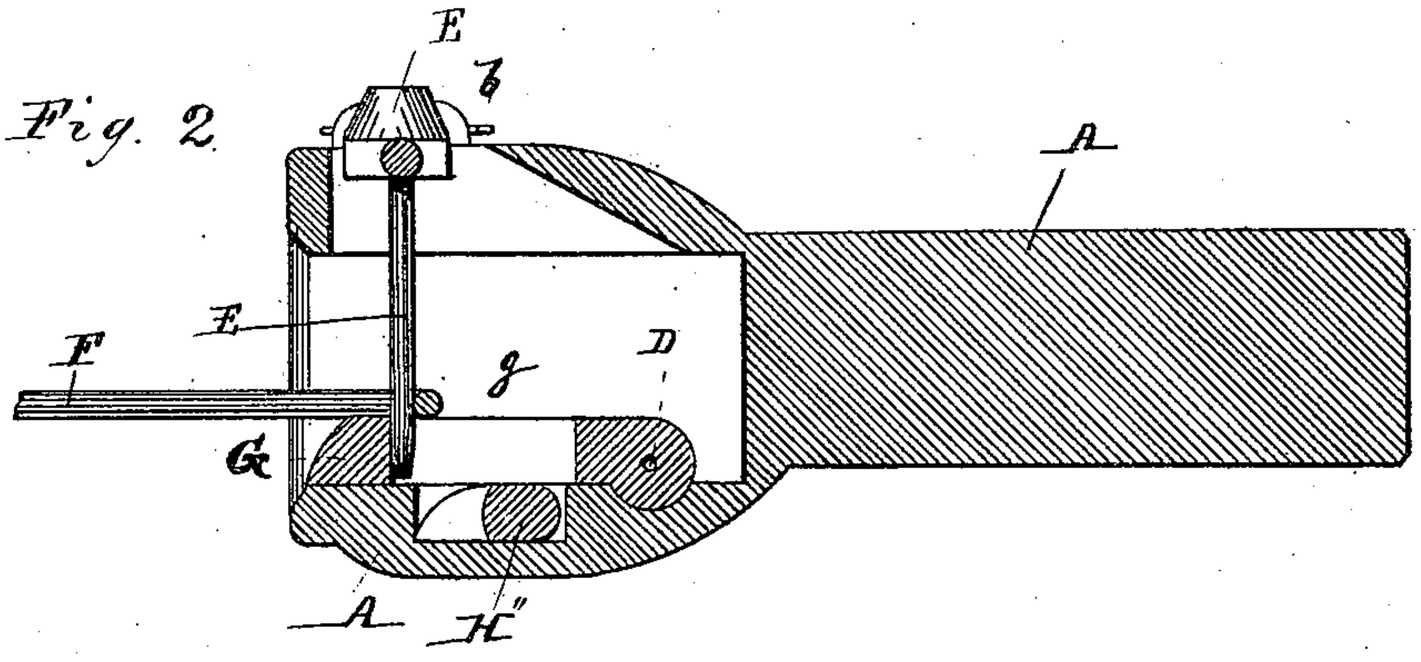


Fig. 3

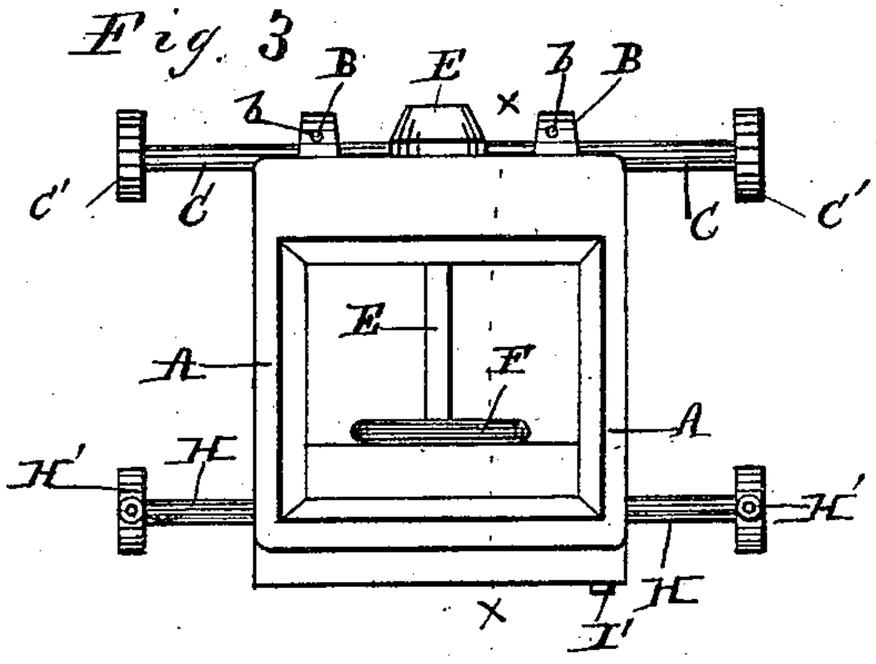
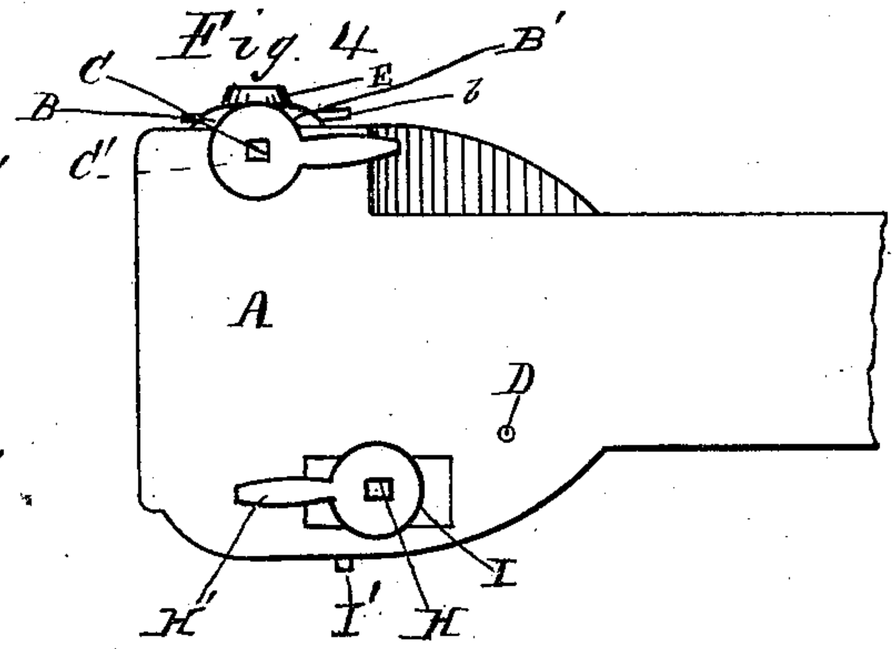


Fig. 4



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MICHEL C. CROWELL, OF SPRINGVILLE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 303,364, dated August 12, 1884.

Application filed June 24, 1884. (No model.)

To all whom it may concern:

Be it known that I, M. C. CROWELL, a citizen of the United States, residing at Springville, in the county of Union and State of Illinois, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in car-couplers, and has for its object to furnish a self-coupler adapted to be used on high or low cars with the common link in general use, the whole being so arranged that the cars may be coupled or uncoupled without the brakeman having to go between the cars. This object is attained by the mechanism illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a plan of a draw-head. Fig. 2 is a longitudinal section on the line *x x* of Fig. 3. Fig. 3 is a front elevation. Fig. 4 is a side elevation with a part broken away.

The letter A indicates the draw-head, which may be made of one or more pieces of casting.

B B′ are lugs on top of the draw-head, having pins *b*, by means of which a transverse rod, C, provided with a central opening to receive and support the coupling-pin E, is held in place, and at the same time is permitted to turn upon its axis, for a purpose hereinafter described. At each end of the rod C are levers C′ by means of which a person standing on either side of the car may turn the rod C upon its axis, and thereby turn the pin E nearly in a horizontal direction, thus enabling the link F to be removed from the draw-head. The pins *b* are intended to be split pins, which construction permits them to be easily removed from the lugs B whenever it is desired to take out the rod C.

G is an adjustable jaw, having a central slot, *g*, and pivoted to the draw-head A by the bolt D. The slot is intended to receive the lower end of the pin E, and at the same time permit it to be turned so as to approximate a horizontal position. This adjustable jaw G also serves as a lifter for the link F, and to adjust it to the height of different cars. This is done by means of the rod H, which extends across the draw-head in a plane below the jaw G, and is supported by a bearing therein on one side, and on the other by the removable box I, which is secured to the draw-head by the set-screw I′. The rod H is provided with a double eccentric, H″, made in this manner in order to straddle the slot *g* of the adjustable jaw G and bear against its under side when it is desired to lift the link F to a higher position by forcing the jaw G in an upward direction, which is done by turning either of the levers H′ upwardly, and thereby cause the eccentric to lift the adjustable jaw G to the desired height. The eccentric H″ may form a part of the rod H, and this construction requires the use of a removable bearing, I, whereby the rod and eccentric may be introduced to the interior of the draw-head A. The levers H′ are also made removable for the same purpose.

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

1. The draw-head A, having lugs B, the rod C, having levers C′, the coupling-pin E, and link F, in combination with adjustable jaw G, the rod H, the levers H′, and double eccentric H″, as described, and for the purposes set forth.

2. In a car-coupler, the draw-head A, having removable box I, and rod H, having levers H′ and eccentric H″, in combination with adjustable box I, as described, and for the purposes set forth.

In testimony whereof I affix my signature in presence of two witnesses.

MICHEL C. CROWELL.

Witnesses:
THOS. C. COZBY,
L. W. NIMMO.