

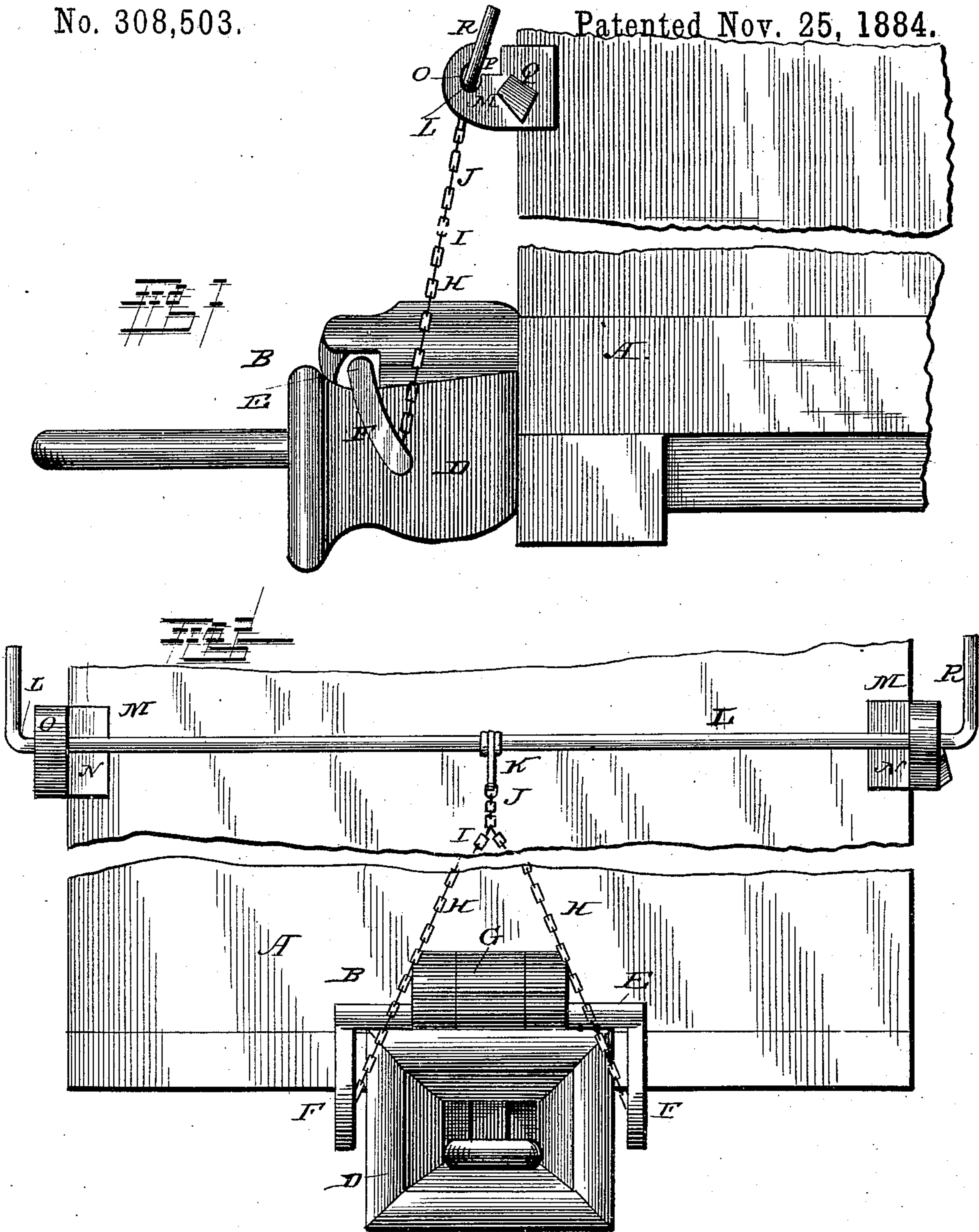
(No Model.)

J. P. LANCASTER.

CAR COUPLING.

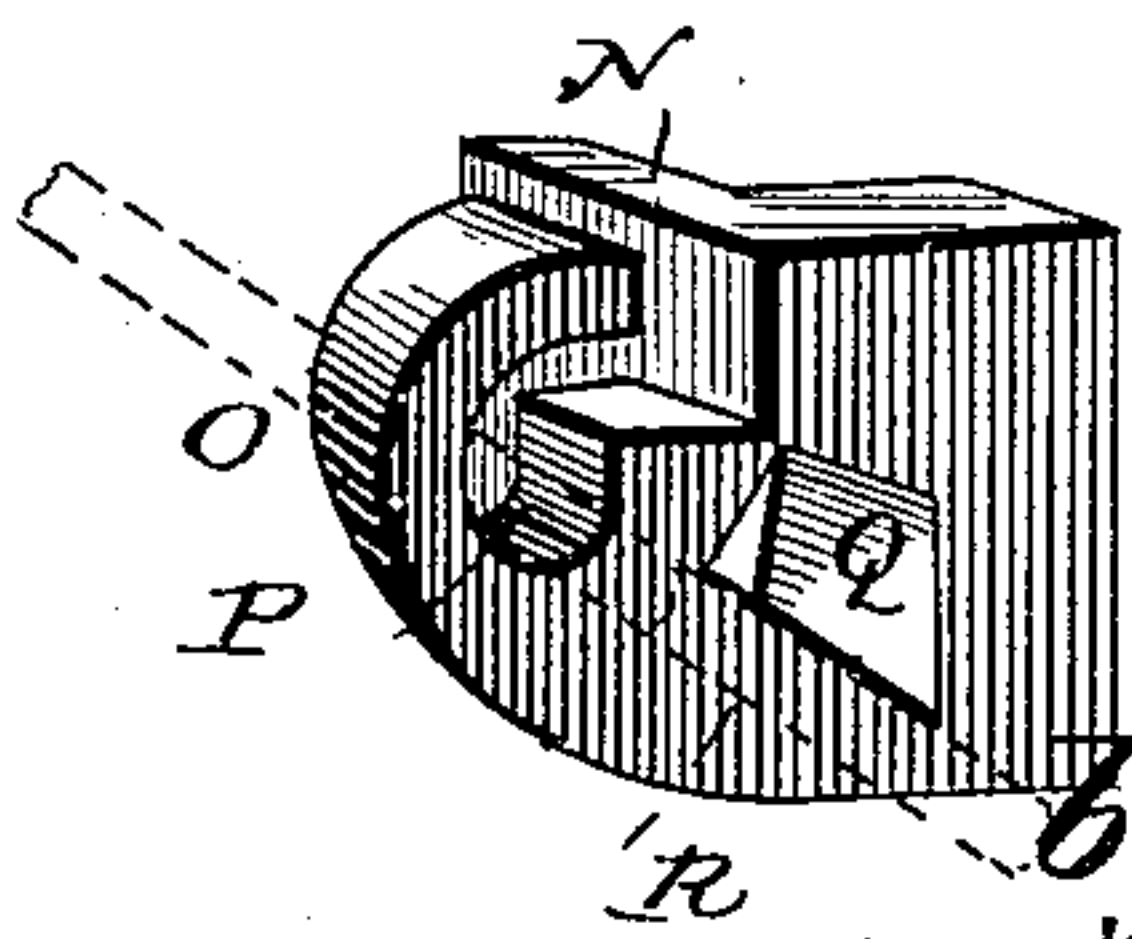
No. 308,503.

Patented Nov. 25, 1884.



WITNESSES:

Ed. S. Dietrich
Wm. Bagger



John P. Lancaster
INVENTOR.

By *Louis Bagger & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN P. LANCASTER, OF GOSHEN, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 308,503, dated November 25, 1884.

Application filed July 1, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. LANCASTER, a citizen of the United States, and a resident of Goshen, in the county of Elkhart and State of Indiana, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a side view of one end of a railroad-car to which my improved coupling has been applied. Fig. 2 is a front view of the same, and Fig. 3 is a detailed view.

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

This invention relates to railroad-car couplings; and it consists in certain improvements in the device for which Letters Patent No. 298,214 were granted to myself on the 6th day of May, 1884.

The object of my present invention is to provide improved mechanism whereby the coupling-latch may be elevated and retained in position without making it necessary for the operator to go between the parts.

To this end it consists in the improved construction and arrangement of parts which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A designates one end of the car to which my improvement has been applied.

B designates the car-coupling, the construction of which is substantially the same as in my patent above referred to.

D designates the draw-head; E, the transverse shaft at the front end of the latter, which is provided with the operating-cranks F F and the central latch-pin, G; and H H are chains connected to the ends of the cranks F and joined at I in front of the car.

From the point I a single chain, J, extends in an upward direction, and is attached to an arm or crank, K, secured centrally upon a rock-shaft, L, mounted in bearings M, which I shall now proceed more fully to describe.

The boxes or bearings M are provided with flanges N, extended in an inward direction, and serving to attach the said boxes securely to the end of the car. The boxes are provided with forwardly-extending lugs or ears O O, which are provided with eccentric slots P, forming the bearings for the rock-shaft, which may be easily inserted into or lifted out of the said bearings, as the case may require. One of the boxes M is provided on its outer side with an inclined or beveled lug, Q, and adapted to engage a crank-arm, R, one of which is formed upon each end of the shaft, and by means of which the latter may be operated. The shaft should be of such a length as to have a transversely-sliding movement to a limited extent in its boxes or bearings. It will thus be seen that when the shaft is turned so as to operate the coupling-shaft of the draw-head it may be moved slightly in a transverse direction, so as to cause one of its arms to engage the beveled lug Q, which latter serves to retain it in the position to which it has been adjusted.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation and advantages of my invention will be readily understood. It is simple in construction, durable, and easily manipulated.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. As an improvement in car-couplings, the combination, with a draw-head having a transverse coupling shaft or yoke equipped with centrally-located coupling-latch, and having cranks or arm at each end, of chains connected to the said arms, and having their upper ends suitably connected with an arm formed upon a rock-shaft mounted detachably in suitable bearings upon the end of the car, and having arms or operating-levers at its ends, substantially as and for the purpose set forth.

2. In a car-coupling, the herein-described operating-shaft, arranged transversely at the end of the car in bearings which are provided with eccentric slots, substantially as set forth.

3. In a car-coupling, the combination, with the rock-shaft adapted to operate the coupling, of the bearings for the said shaft, the said

bearings consisting of flanged boxes provided with eccentric slots, substantially as set forth.

4. In a car-coupling adapted to be operated by means of a transverse detachable rock-shaft, 5 the eccentrically-slotted bearings for the same, one of said bearings being provided on its outer side with a beveled or inclined lug adapted to engage an arm upon the ends of the said rock-shaft, which latter has a laterally-sliding

movement in its bearings, substantially as and 10 for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

JOHN P. LANCASTER.

Witnesses:

R. M. JOHNSON,
HENRY COOK.