

(No Model.)

M. W. McCANN.

CAR COUPLING.

No. 310,697.

Patented Jan. 13, 1885.

Fig. 1.

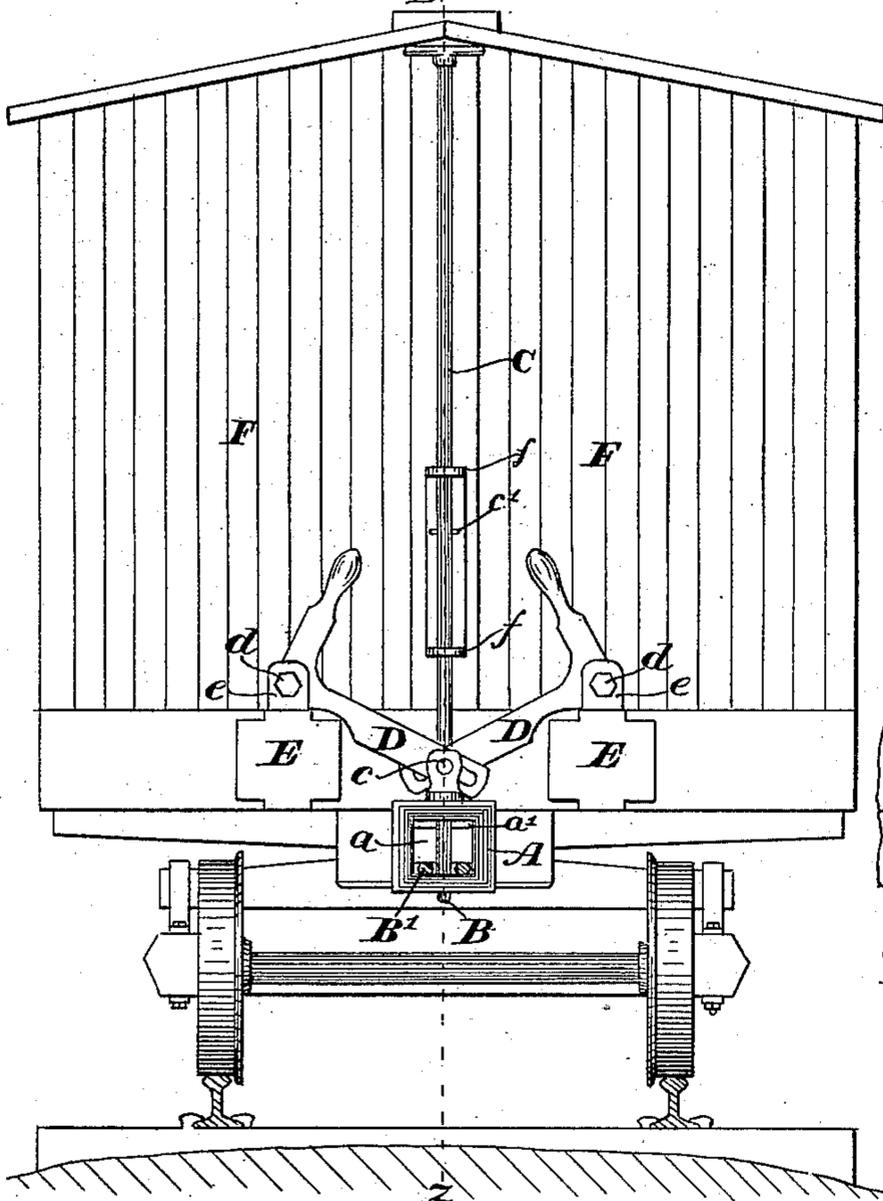


Fig. 3.

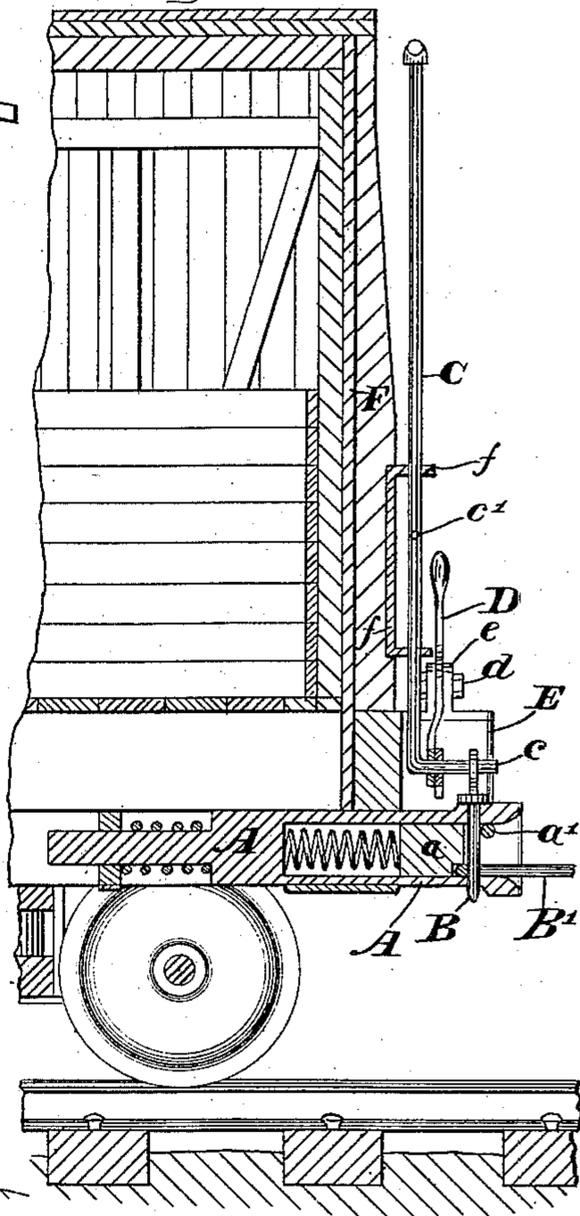


Fig. 2.

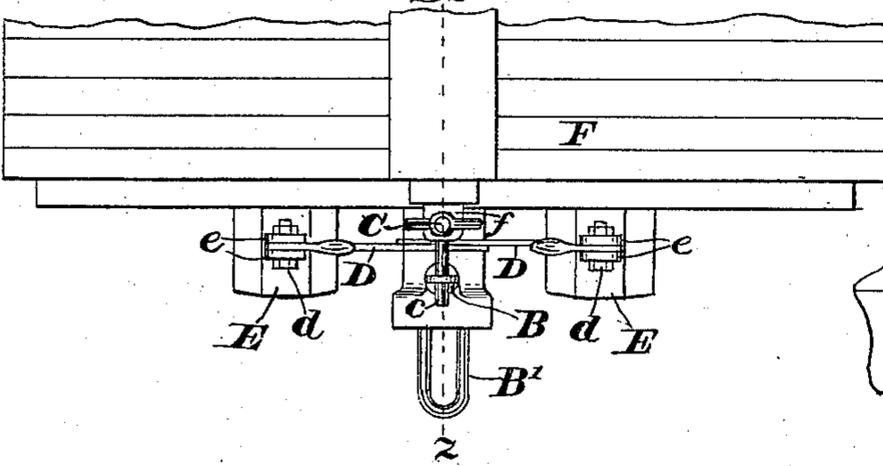
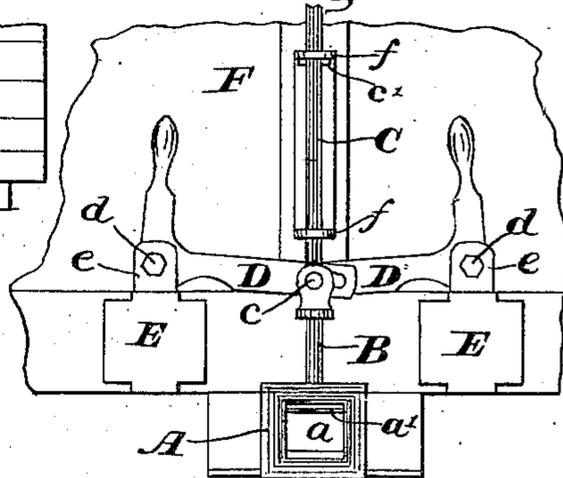


Fig. 4.



WITNESSES.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 310,697, dated January 13, 1885.

Application filed January 2, 1883. (No model.)

To all whom it may concern:

Be it known that I, MARION W. McCANN, of the township of Posey, county of Fayette, (Dublin, Wayne County, P. O.,) and State of Indiana, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification.

My present invention consists in certain improvements upon that for which Letters Patent No. 230,796 were granted me, bearing date August 3, 1880.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is an elevation of one end of a car provided with my improved coupling, the coupling mechanism being in the position it occupies when the car to which it is attached is coupled to another; Fig. 2, a top plan of said end; Fig. 3, a central vertical sectional view of the same as seen when looking to the right from the dotted line $z z$; and Fig. 4, a view similar to a portion of Fig. 1, except that the mechanism is in the position it occupies when the cars are uncoupled.

In said drawings, the portions marked A represent the draw-bar; B, the coupling-pin; B', the coupling-link; C, a rod running from the top to the bottom of the car, with which the pin B is connected; D, bars or levers, also connected with said rod; E, the bumpers, and F the car-body.

The draw-bar A is in the main an ordinary draw-bar, such as is generally used for the purpose of coupling cars. It is, however, as in my former patent above referred to, provided with an internal spring-mounted block, a , with which the link B' comes in contact, and which by means of a notch at its lower side keeps said link in horizontal position when placed therein. A cross-bar, a' , limits the forward movement of the block a .

The pin B and link B', bumpers E, and car-body F are similar to the corresponding portions in cars as ordinarily constructed. The eye in said pin fits over the horizontal portion of the rod C, and said pin is thus adapted to be lifted by said rod. When lifted, the block a is forced beneath it by its spring, and it is thus held in elevated position until said block is forced back by the link B'. The rod C runs vertically from near the top of the car-

body F (to which it is secured by bearings f f) to just above the draw-bar A, where it turns outwardly and passes horizontally through the eye of the pin B. The horizontal portion c is of sufficient length so that any ordinary movement of the draw-bar will not affect its engagement with the pin B, nor disturb the mechanism by which the pin is manipulated. Should the draw-bar be pulled out, as is sometimes the case, the pin will slide off said portion c and leave the rod C and operating-levers intact. The advantages and saving of expense by this arrangement are obvious. A pin, c' , is inserted in the rod C as a means of limiting its upward movement, and thus preventing it from drawing the pin B entirely out of the hole provided therefor in the draw-bar. The levers D are mounted on pivots d , which are supported by bearings e on the bumpers E, and operate substantially as do those shown in my patent above referred to. They are slotted at the inner end, and the slots pass over the portion c of the rod C. Said levers are thus adapted to move said rod up and down, and are easily and conveniently operated.

The operation of my invention is as follows: The parts on one car are placed in the position shown in Fig. 4, the pin B being supported by the block a . The parts on the other car are placed in the position shown in the other figures. (See, especially, Fig. 3.) When the cars come together, the link B' strikes the block a in the draw-head of the car in which the parts are positioned as shown in Fig. 4, forcing said block back and permitting the pin B to fall, which passes through the link, and thus completes the coupling.

When it is desired to uncouple the cars, it can be done either by means of the rod C or either of the levers D.

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

1. The combination of the draw-head A, coupling-pin B, vertically-movable lifting-rod C, bent out horizontally at its lower end and passing through slots in the levers D and a hole in the pin B, and said levers, said several parts being constructed, arranged, and operating substantially as shown and described, and for the purposes specified.

2. The combination of the draw-head A,

coupling-pin B, lifting-rod C, bent out horizontally at its lower end, and passing through slots in the levers D and a hole in the pin B, said sliding rod being also provided with a stop, *c'*, which is adapted to come in contact with one of its bearings and thus limit its upward movement, and said levers D, all substantially as set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 10 26th day of December, A. D. 1882.

MARION W. McCANN. [L. s.]

In presence of—

C. BRADFORD,

E. W. BRADFORD.