

(No Model.)

J. C. AVERILL.
CAR COUPLING.

No. 313,702.

Patented Mar. 10, 1885.

Fig. 1.

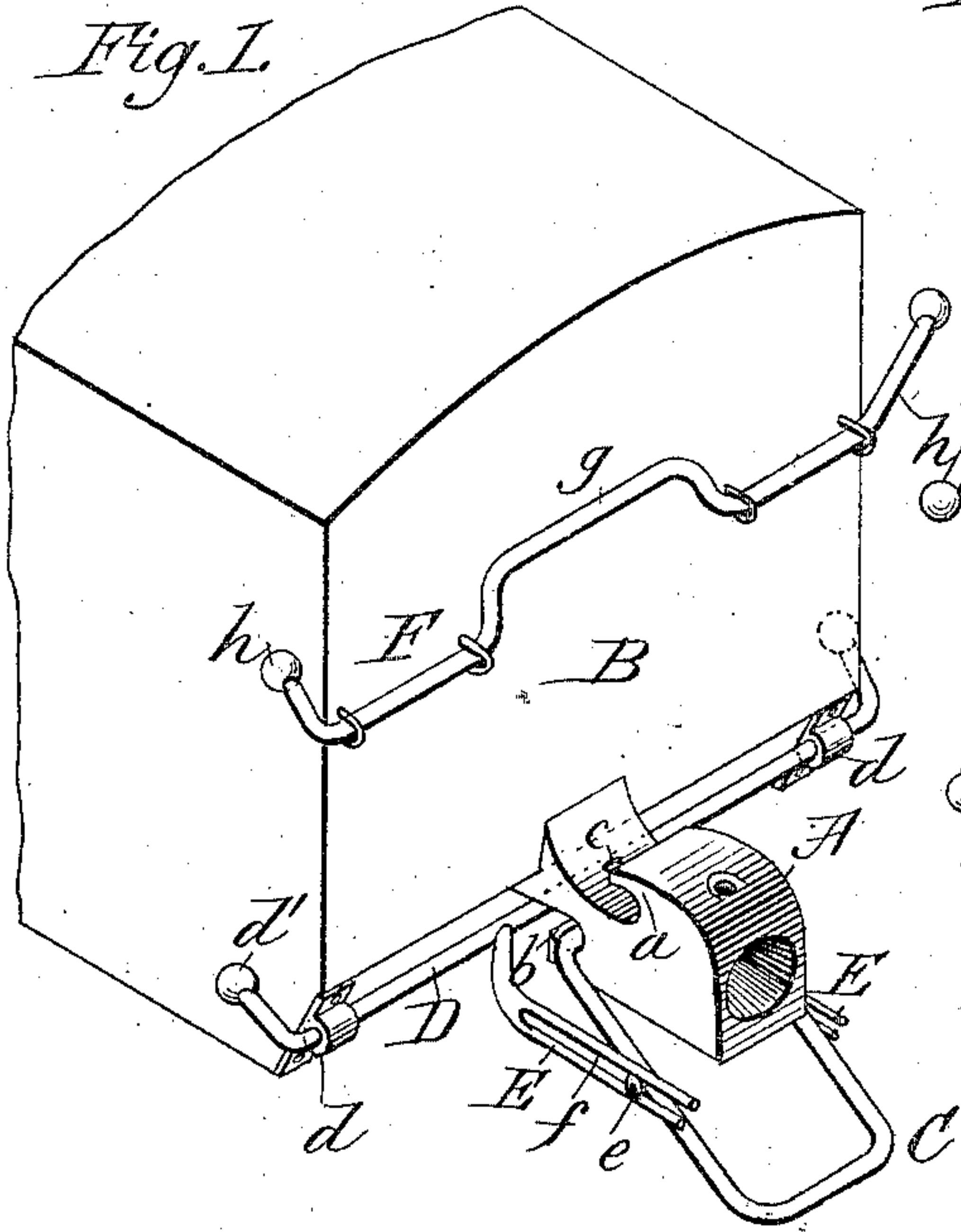


Fig. 2.

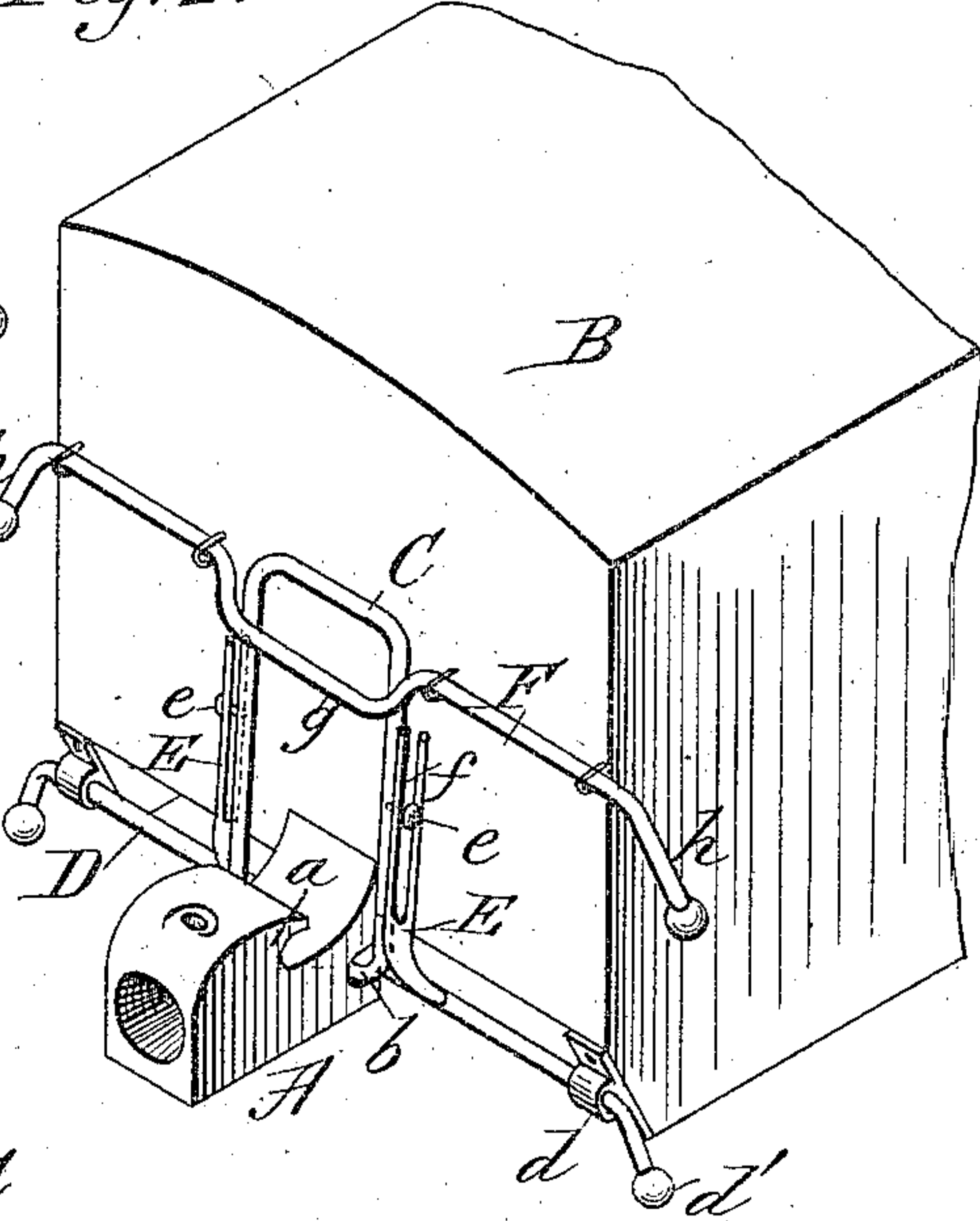


Fig. 3.

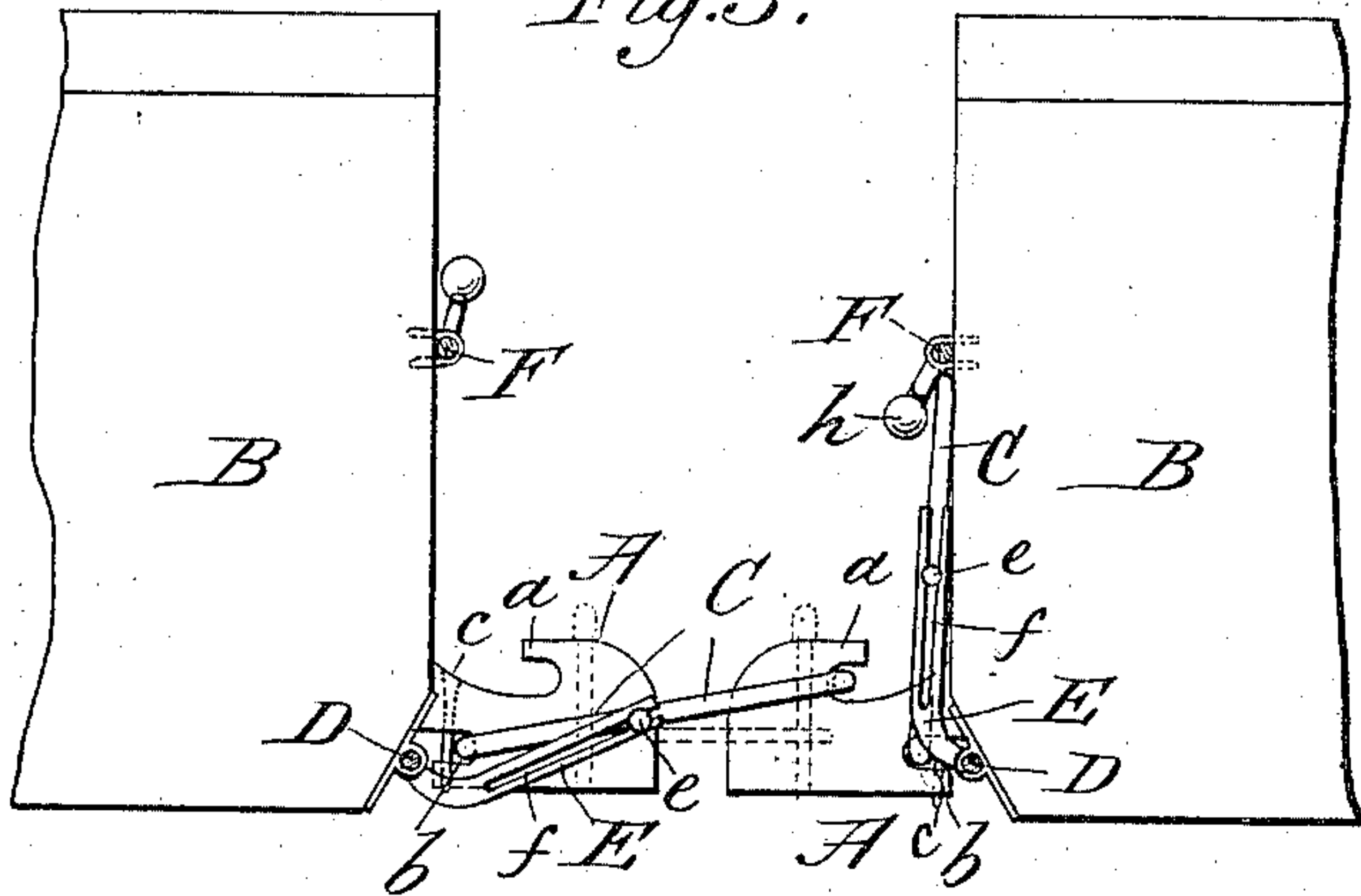
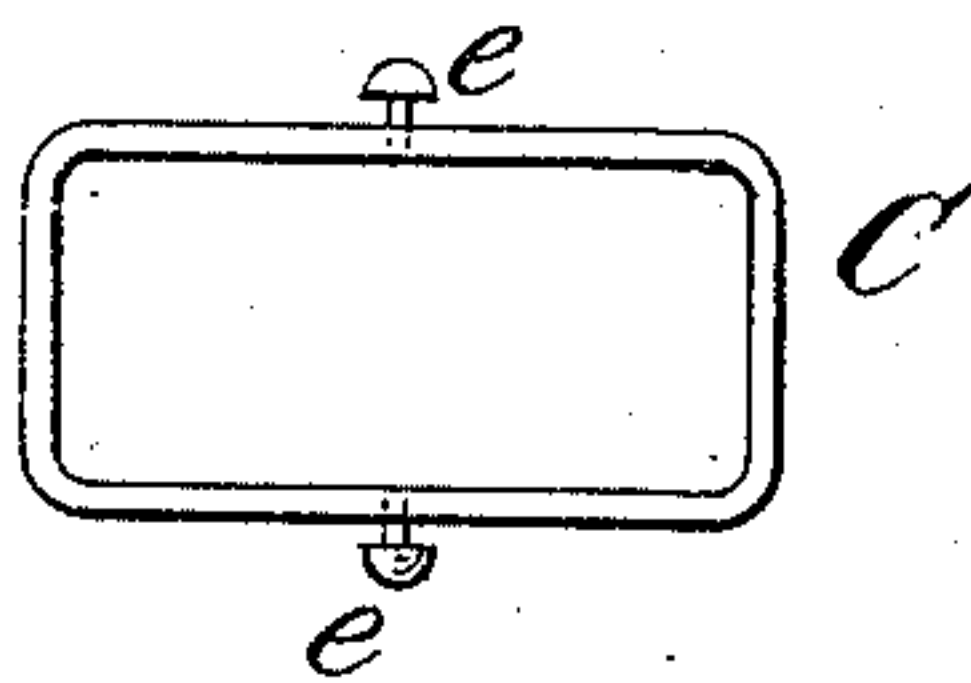


Fig. 4.



Attest:

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UNITED STATES PATENT OFFICE.

JOHN C. AVERILL, OF TRAER, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 313,702, dated March 10, 1885.

Application filed August 22, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. AVERILL, a citizen of the United States, residing at Traer, in the county of Tama and State of Iowa, have
5 invented certain new and useful Improvements in Car-Couplings; and I do 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
10 use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and
15 useful improvements in car-couplings; and it consists of a swinging link arranged to be raised and held for coupling by means of a specially formed lever; and it further consists of a locking-lever for holding the link up to
20 the car and out of the way when not in use, as will be hereinafter more fully set forth and claimed.

In the annexed drawings, Figure 1 is a perspective view of my improved car-coupling attached to the end of a car; Fig. 2, a similar view
25 showing the swinging link raised and locked at the end of the car. Fig. 3 is a side view, and Fig. 4 is a plan of the swinging link.

Like letters indicate like parts.

30 A represents the draw-head or bumper, secured to the car B in any suitable manner. The draw-head is provided with a hook, *a*, with which the coupling-link of the opposite car engages. Below and in the rear of this
35 hook *a* is a notch, *b*, in which the swinging link C is pivoted. A pin, *c*, in the notch prevents the link from being forced out of place.

D is a hand-lever extending across the car under the draw-head, and is journaled in bearings *d*, secured to the end of the car, and provided with handles *d'*, as shown. Two bifurcated bent or slotted arms, E, are secured to shaft D, and project therefrom, one on each
40 side of the draw-bar and link. On each side of the link, about midway of its length, is a lug, button, or pin, *e*, which fits in the slot or fork
45 *f* of the arm E adjacent to it. The ends of

the lugs are enlarged to keep the arms E in contact with the sides of the link. By turning the handles *d'* at the sides of the car the
50 arms E raise or lower the links for coupling or uncoupling, as desired, the lugs *e* sliding in the slots *f*.

When the link C is not in use, it can be raised by the hand-lever and locked or held
55 at the end of the car by means of the locking-lever F, as shown in Fig. 2. This lever F is hinged or pivoted to the end of the car at the proper height above the draw-head, and has a crank, *g*, to overlap the end of the link when
60 the handles *h* are turned down, as shown in Fig. 2. The draw-head is provided with a flaring opening for the reception of the usual coupling-link, and with an opening for a coupling-pin, so that the coupling can also be used for
65 cars with this style of link, as shown in Fig. 3.

The link C when hanging down is not in the way, and can therefore be used on platform-cars.

The swinging link C can be readily changed,
70 in case of accident or breakage, by removing the pin *c* in the notch *b*. The levers D and F being operated from the sides of the car, the operator is not required to enter between the cars, and is thus not exposed to danger.
75

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

1. The combination of the draw-head A, having hook *a*, notch *b*, and pin *c*, the swing-
80 ing link C, provided with lugs *e*, and the hand-lever D, provided with bent arms E, having slot *f*, all substantially as shown and described.

2. The combination, with the swinging link C, of the transverse pivoted rod or lever F,
85 having handles *h*, and a central cranked portion, *g*, substantially as shown and described.

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

JOHN C. AVERILL.

Witnesses:

W. H. BOWEN,
F. A. MCBRIDE.