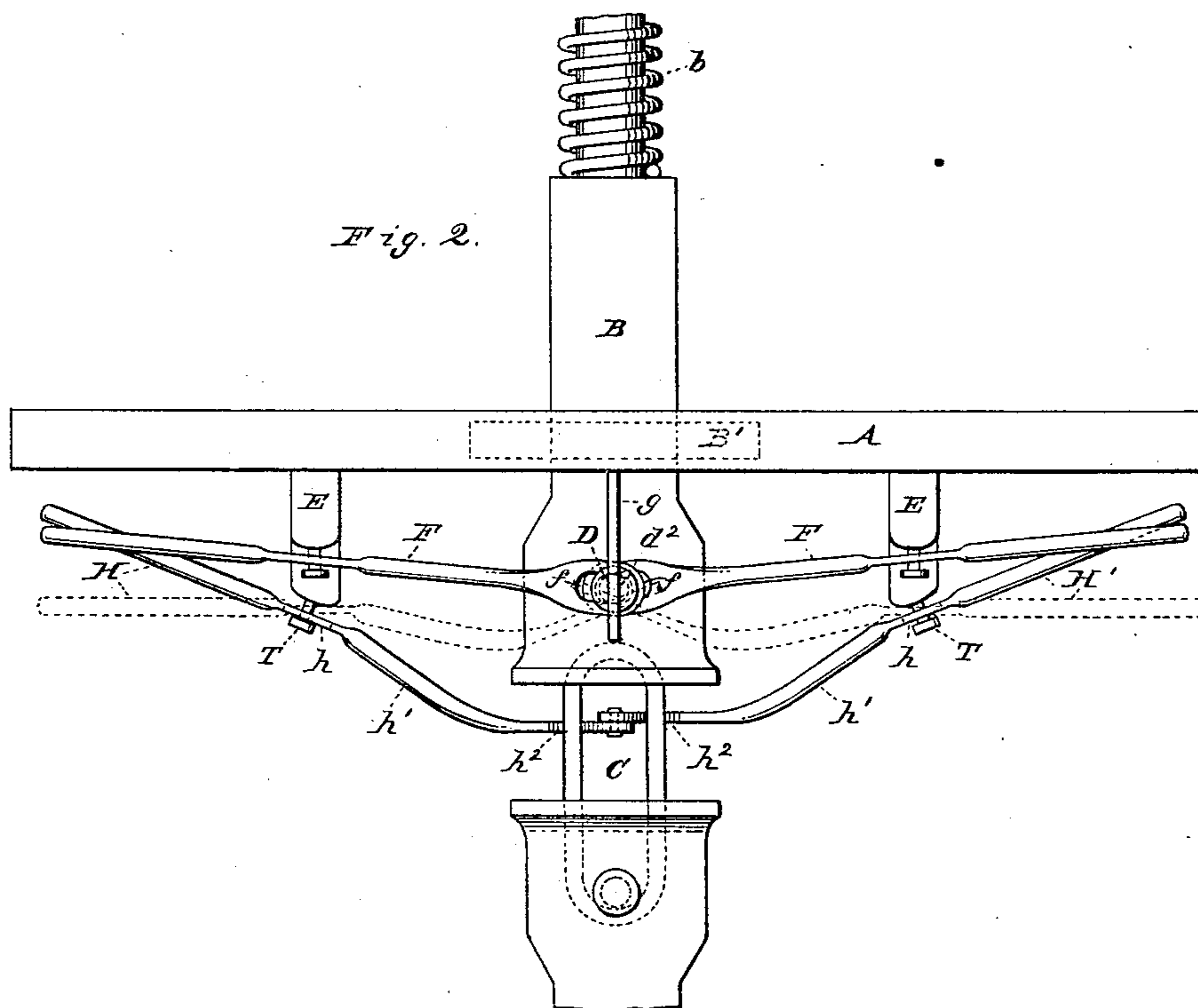
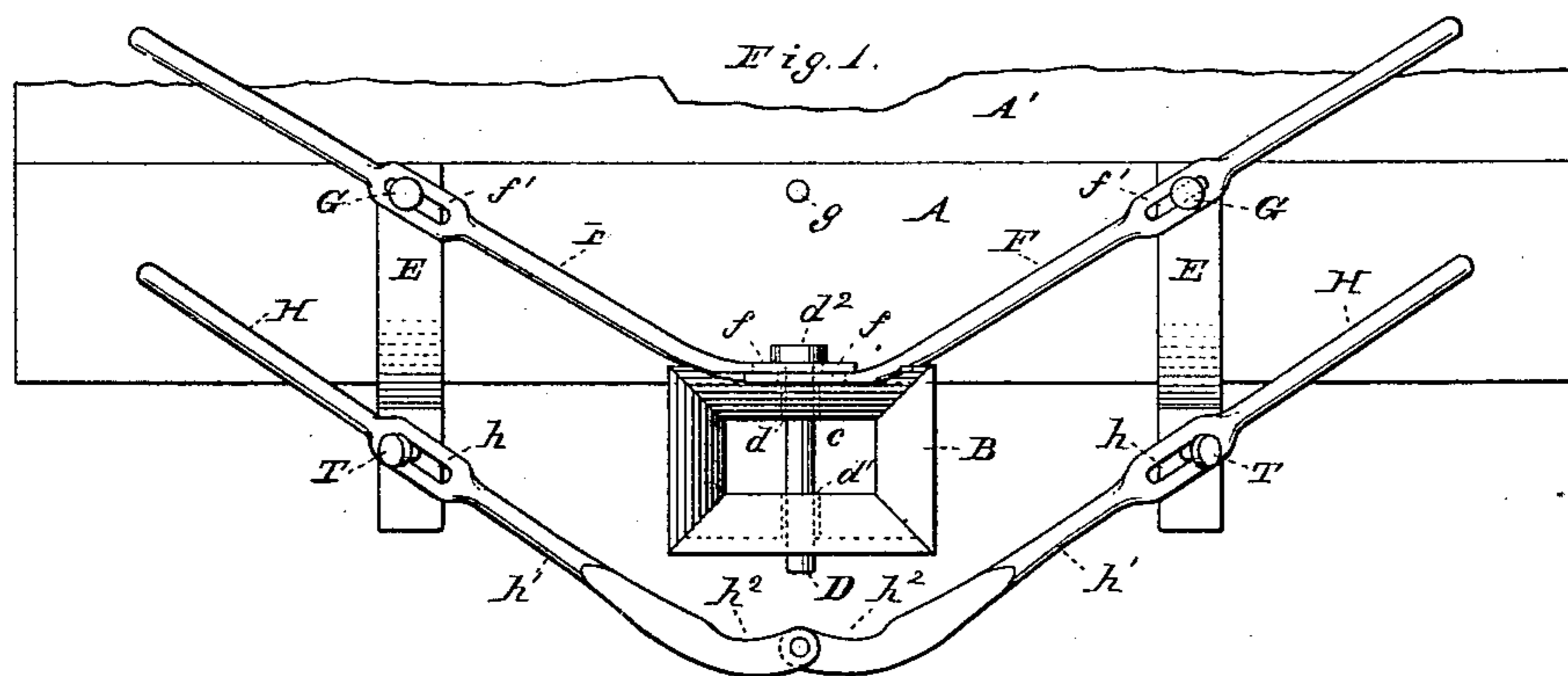


(No Model.)

L. MACY.
CAR COUPLING.

No. 350,756.

Patented Oct. 12, 1886.



WITNESSES

Villette Anderson.
Philippe Masi.

INVENTOR

L. Macy
by Anderson & Smith

ATTORNEYS

UNITED STATES PATENT OFFICE.

LEMUEL MACY, OF INDEPENDENCE, KANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 350,756, dated October 12, 1886.

Application filed July 22, 1886. Serial No. 203,744. (No model.)

To all whom it may concern:

Be it known that I, LEMUEL MACY, a citizen of the United States, residing at Independence, in the county of Montgomery and State of Kansas, have 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 use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, and is a front view showing the levers not raised. Fig. 2 is a top view with the levers raised.

The invention relates to improvements in car-couplings, the object being to provide means to be used in connection with the ordinary style of draw-head or bumper, whereby the link and pin can each be raised and the cars coupled without the brakeman going between the same; and it consists in the construction and novel arrangement of parts, as hereinafter described, and pointed out in the claims.

Referring by letter to the accompanying drawings, A designates the draw-bar at the end of a car-platform; A' is a draw-head or bumper, connected to the same, in the usual manner, by the band B', and backed by the usual coiled spring, b.

c is the recess in the draw-head for the link C, and d d' the openings in the roof and floor, respectively, of said recess for the pin D, provided with the head d².

E E are vertical bolsters secured to the draw-bar A at equal distances on each side of the draw-head B.

F F are similar levers having their inner ends flattened and spread, and provided with the openings f f'. The flattened end of one of the said levers rests upon that of the other, and the pin D passes through the openings f and through the openings d d' in the draw-bar, the head of the pin resting upon the flattened portion of the upper lever, F. The openings f are extended longitudinally, so as to readily engage the pin and prevent it binding in the openings f d d'. The levers F are flattened vertically at a point a little outward from their centers, and then provided with the longitudinal

slots f', through which pass the bolts or pins G, so that the levers are pivoted upon the latter. The bolts G enter the faces of the bolsters E near the tops of the same, and stand out far enough therefrom to allow the levers to have considerable lateral motion upon them, as well as the sliding motion dependent upon the slots f'. The outer arms, f², of the levers extend far enough outward for the brakeman to depress them without entering between the cars. By depressing either of said arms f² the pin D is lifted in the draw-head sufficiently to allow the link C to enter far enough in the recess c to be engaged by the pin when the latter descends. If desired, the inner ends of the levers F may be loosely coupled together, so that one cannot be raised independent of the other. g is a stop-bar projecting from the draw-bar and limiting the upward motion of the levers F, so that the pin D cannot be drawn out of the opening d and entirely disengaged from the draw-head.

H H' are levers flattened vertically at about their central parts, and provided each with a longitudinal slot, h, through which it is loosely pivoted to the corresponding bolster, E, by the bolt T, which enters the bolster at the lower end thereof, the said end standing outward from the draw-bar A. The levers H H', besides sliding on their pivots, have free lateral motion thereon. The outer arms of the said levers, like those of the levers F, are operated without entering between the cars. The inner arms of both levers H H' bend outwardly in relation to the draw-bar A, and are pivoted together at their ends. They are thus bent to allow them to be readily passed in front of the draw-head, their normal position being below and back of the face of the same. The inner arm, h', of the lever H' is longer than that of the lever H, and has its end portion parallel to the face of the draw-head, the pivot-point being adjacent to the opposite side of the latter. The upper edge of the said inner arm, h', has a notch, h², made upon it, adapted to receive and hold one side of the link C, so that the latter, besides being lifted by the levers H H', can also be moved laterally till in the desired position.

In operation, when the link has been raised and properly moved to enter the recess of the opposite draw-head, the levers H H' are al-

lowed to drop and assume their normal position below the draw-head with which they contact, and by means of the levers F the pin is allowed to drop and engage the link.

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

10 1. The combination, with the draw-bar, the draw-head, the bolsters E, secured to the draw-bar, and the link C, of the levers H H', pivoted together at their inner ends and provided with the slots h , the notch h^2 on the lever H, and the bolts I, by which the levers H H' are

pivoted on the bolsters E, substantially as specified. 15

2. The combination, with the draw-bar A, the draw-head B, stop-bar g , the link C, and pin D, of the levers F and H H', and bolts G and I, all constructed and arranged substantially as specified. 20

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

LEMUEL MACY.

Witnesses:

P. V. HACKETT,
GEO. HOBSON.