

(No Model.)

F. W. PARSONS.
LOCKING LEVER FOR CAR COUPLINGS.

No. 384,779.

Patented June 19, 1888.

Fig. 1.

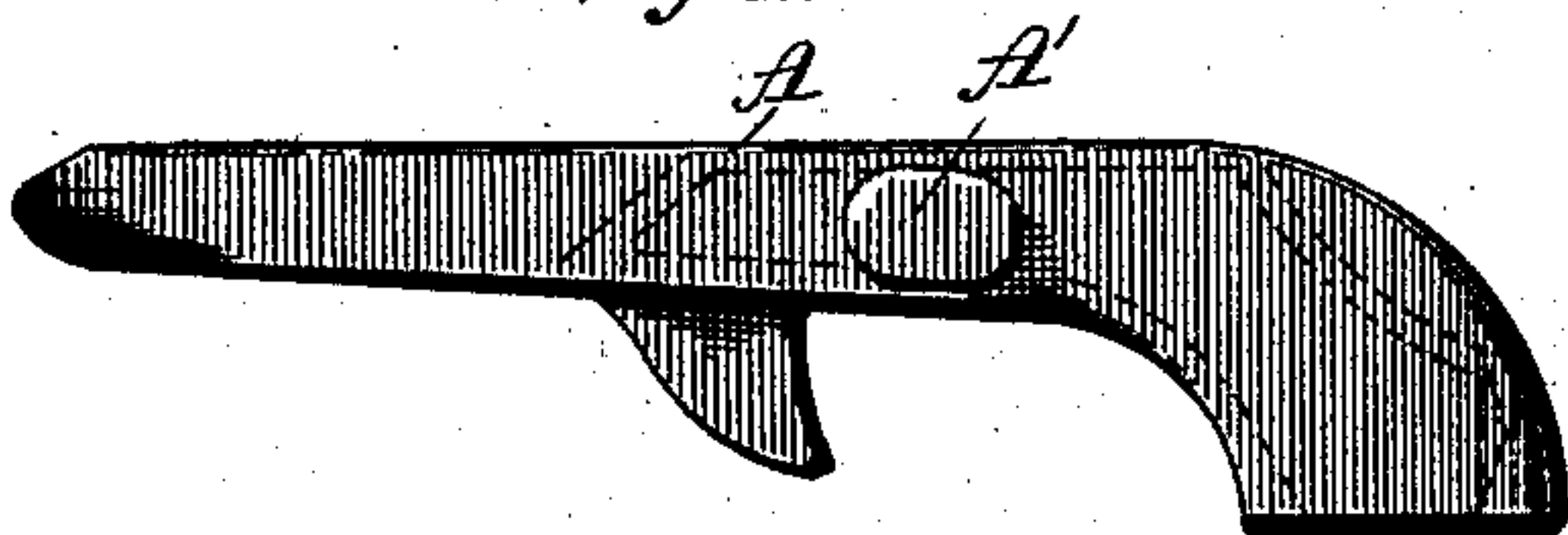


Fig. 2.

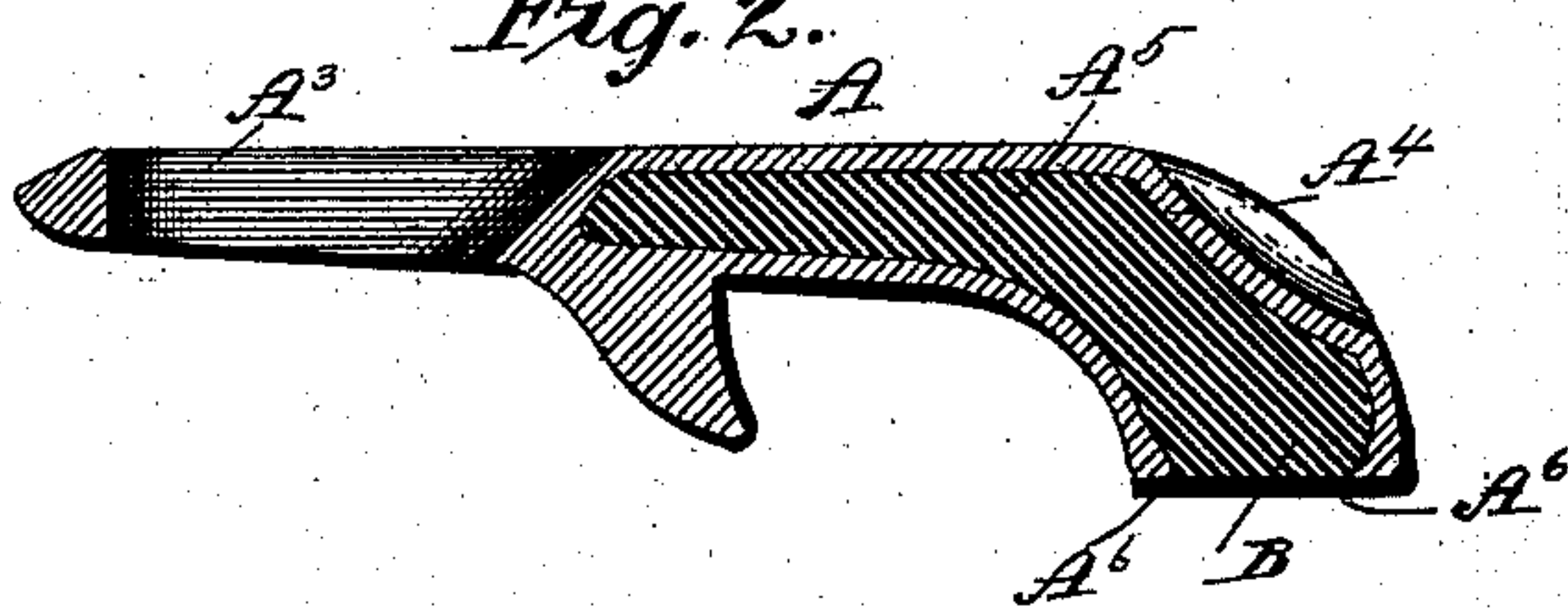
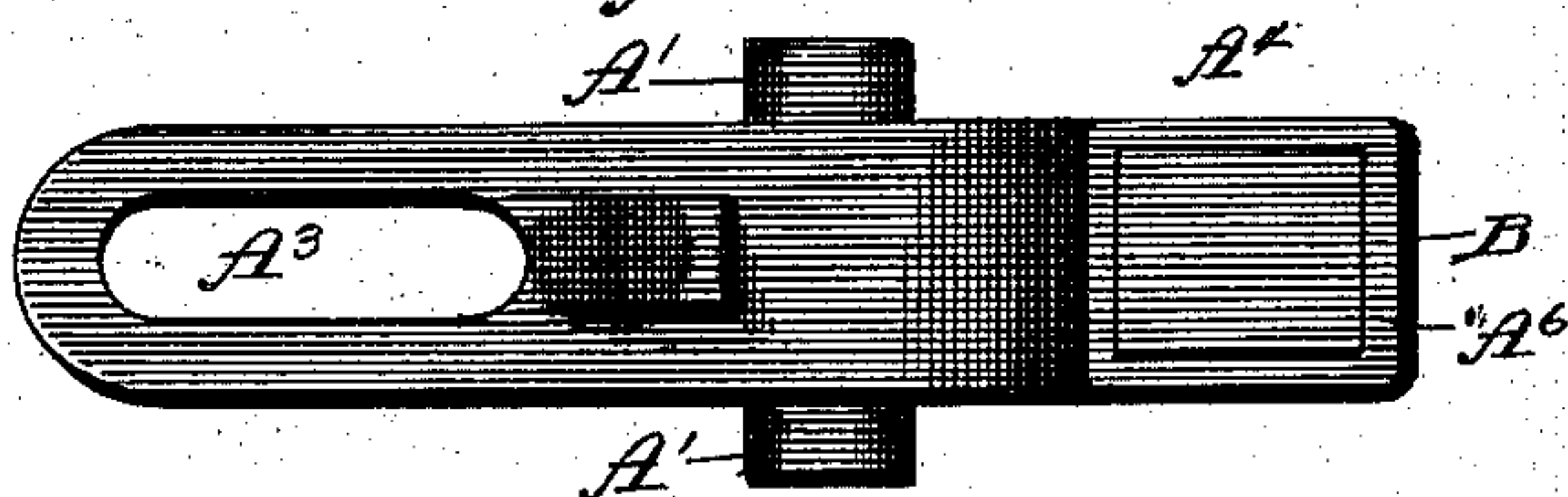


Fig. 3.



Witnesses:

S. C. Hills.
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UNITED STATES PATENT OFFICE.

FRANCIS W. PARSONS, OF PHILADELPHIA, PENNSYLVANIA.

LOCKING-LEVER FOR CAR-COUPPLINGS.

SPECIFICATION forming part of Letters Patent No. 384,779, dated June 19, 1888.

Application filed January 31, 1888. Serial No. 262,530. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS W. PARSONS, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia, State of Pennsylvania, have invented certain new and useful Improvements in Locking-Levers for Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention has relation to improvements in locking-levers for car-couplings of that class known as the "Ames" coupling, and among the objects in view is to reduce the amount of steel stock consumed in the formation of the lever, thus effecting a saving in the cost, and
15 this without weakening or otherwise affecting said lever.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof be particularly pointed out in the claims.

Referring to the drawings, Figure 1 represents a locking-lever constructed in accordance with my invention. Fig. 2 is a longitudinal
25 section of the same, and Fig. 3 a plan.

Like letters indicate like parts in all the figures of the drawings.

A represents the locking-lever, which is of the usual construction, and is formed with the
30 laterally-projecting trunnions A', which are journaled in the head, the forward-projecting coupling portion A³, and the rear weighted portion, A⁴. This locking-lever it is the practice to form of cast-steel, whereby a great
35 amount of the stock is necessarily consumed. By my invention I propose to reduce the amount of cast-steel and substitute therefor cast-iron, thus reducing the cost without resulting in any disadvantages to the lever. For
40 this purpose, in casting the lever, I form a hollow chamber, A⁵, extending from the weighted rear end up to a point near the coupling end A³, thus leaving an outer surface of cast-steel, which will give the lever the required strength.

After the lever has been thus formed, molten 45 iron is poured into the chamber A⁵, completely occupying the same and forming a filling, B. This filling not only adds to the strength of the lever, but also gives the rear end the requisite weight necessary for the automatic action 50 in coupling.

For the purpose of locking the filling B within its chamber A⁵, the chamber is contracted, as at A⁶, at its opening where the metal enters, which contraction forms a shoulder, thus obviating the liability of the filling 55 slipping out, which might be caused by the expansion of the metals as effected by the atmosphere. In this regard, however, I do not limit my invention.

Having described my invention, what I claim is—

1. A locking-lever for car couplers having an internal chamber provided with a filling, substantially as specified. 65

2. A locking-lever for car-couplers provided with an internal chamber having a contracted neck and a filling for said chamber, substantially as specified.

3. A locking-lever for car-couplers having 70 an internal chamber formed with internal locking-shoulders and provided with a filling, substantially as specified.

4. A locking-lever for car-couplers formed of cast steel having an internal chamber provided 75 with a filling of cast-iron, substantially as specified.

5. A locking-lever, A, having trunnions A' and coupling end A³, and internally chambered, as at A⁵, said chamber having contracted neck 80 A⁶ and provided with a filling, B, substantially as specified.

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

FRANCIS W. PARSONS.

Witnesses:

J. F. LAMORELLE,
CHAS. BREMER, Jr.