(No Model.)

W. R. CHADSEY.

CAR COUPLING.

No. 387,766. Patented Aug. 14, 1888.

Fig. 1

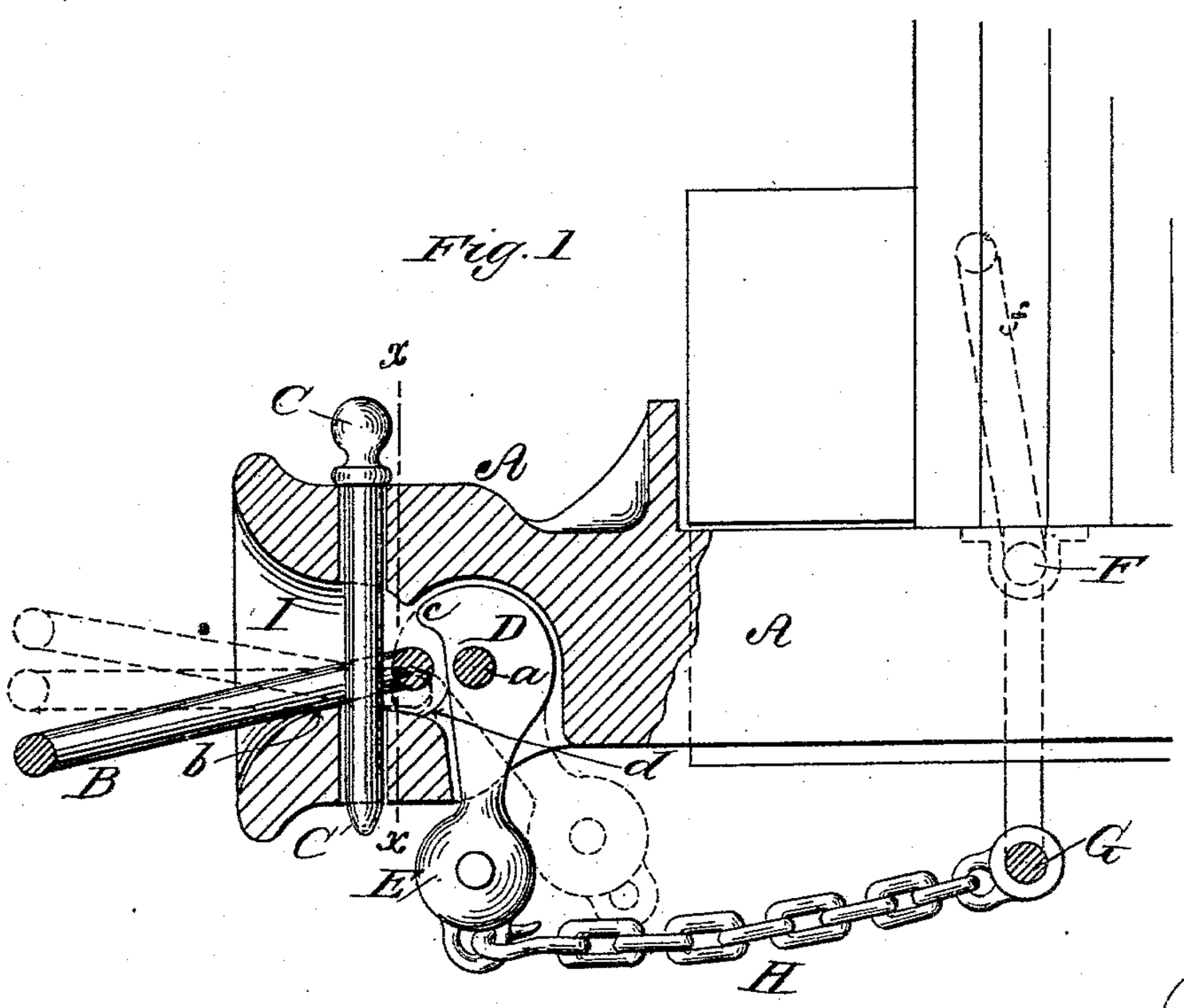
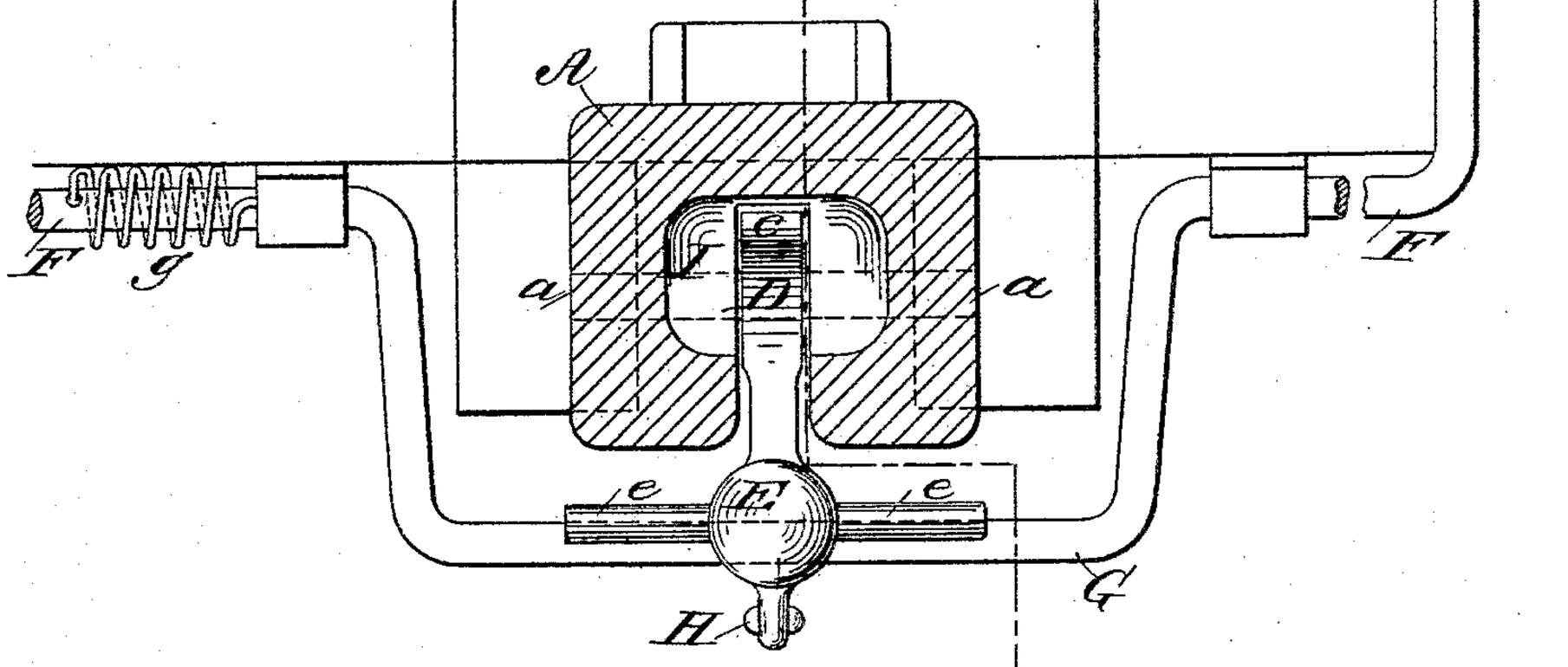


Fig. 2.



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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 387,766, dated August 14, 1888.

Application filed February 17, 1888. Serial No. 264,406. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM R. CHADSEY, a citizen of the United States, residing at the city of Chicago, county of Cook, State of Illinois, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a partial vertical longitudinal section of the coupler and link-operating shaft connected therewith, and Fig. 2 a cross-section of Fig. 1 on the line *x x*.

This invention consists of a novel mechanism for lifting the engaging end of a car-coupling link preparatory to coupling, whereby the operator is enabled to control the position of the link and adjust it at the proper height for entrance into an opposite coupler of an approaching car without exposure to personal injury by the necessity of standing between the cars.

A represents a draw-head attached beneath a car and having the usual buffer-spring attachments; B, the link, and C the link-pin of ordinary pattern,

D is a pivoted hook, pivoted by its laterally-projecting pin *a*, horizontally intersecting the casting of the buffer.

The hook D is adapted by its spur *c* to depress the inner end and raise the outer end of the link B, tilting it, as indicated by dotted lines, over the convex bearing or fulcruming-surface *b*, formed by the contour of the socket I, which also has a rearward depression, *d*, as shown.

The hook D is balanced to assume its normal position of release, wherein its spur is raised and withdrawn from the socket I, as in the drawings, by means of the weight E, attached to its downwardly-projecting shank, and is oscillated to the position shown by dotted lines to tilt the link by application of the hand to the handles *e* or by means of a rocking movement imparted to the transverse shaft F, extending to convenient points of access by its levers *f*, at the sides of the car.

The spur *c* of the hook D is normally raised out of the link-socket to clear the space therein preparatory to the entrance of a link from an opposite approaching car-coupler, when the action takes place in the usual manner.

The rock-arm G of the shaft F is formed by its bent portion extending around and beneath the coupler, and is connected to the hook-shank, preferably by means of a chain, H, to permit its operation independently by either of the aforesaid methods.

The shaft F is held or returned when operated back to its normal position, such as shown, by a spiral or other spring, as *g*, or by means of a suitable counter-weight attached to it.

The present construction of the link-tilting mechanism is conformable with solidity and compactness of the parts, and the operative part of the device extending through the lower side of the coupler renders it free from obstruction by accumulations of ice and snow, such as may occur when the opening by which access to the device is obtained is located uppermost in the casting.

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

In a car-coupler wherein the link-socket is provided with an elevated link-fulcruming surface and a depressed throat, the combination therewith of a pivoted weighted hook and connected transverse hand-operated shaft extending to the side of the car, and having a spring for holding and returning the same to its normal position, the spur of said hook projecting into the back of said socket over the throat-depression, and adapted by the described oscillation about the hook-pivot to depress the innermost end of the link or release the same and effect the latter's elevating or lowering movements, as set forth.

WM. R. CHADSEY.

Witnesses:
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