

(No Model.)

A. ELLIOTT.
CAR COUPLING.

No. 406,639.

Patented July 9, 1889.

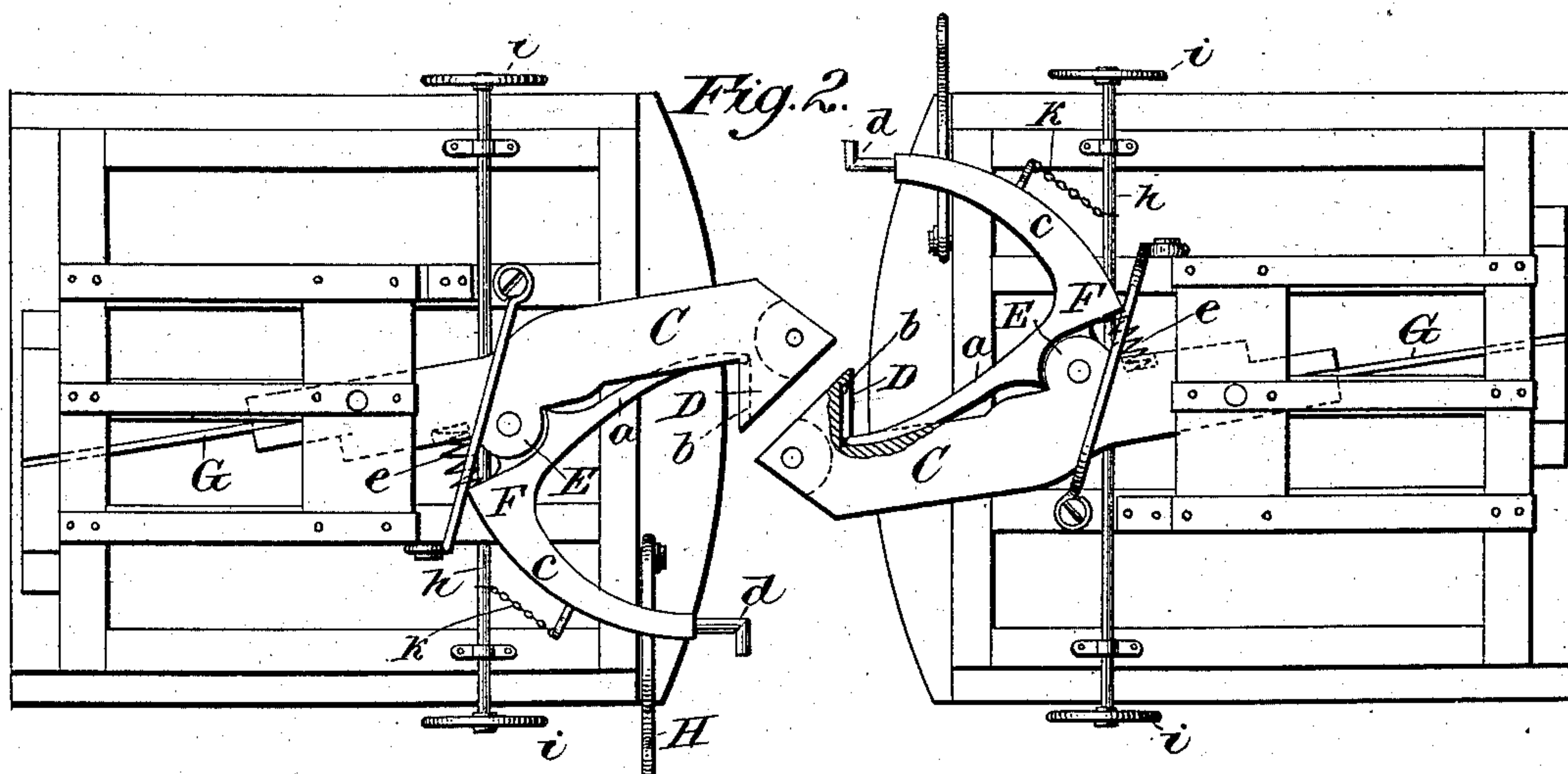
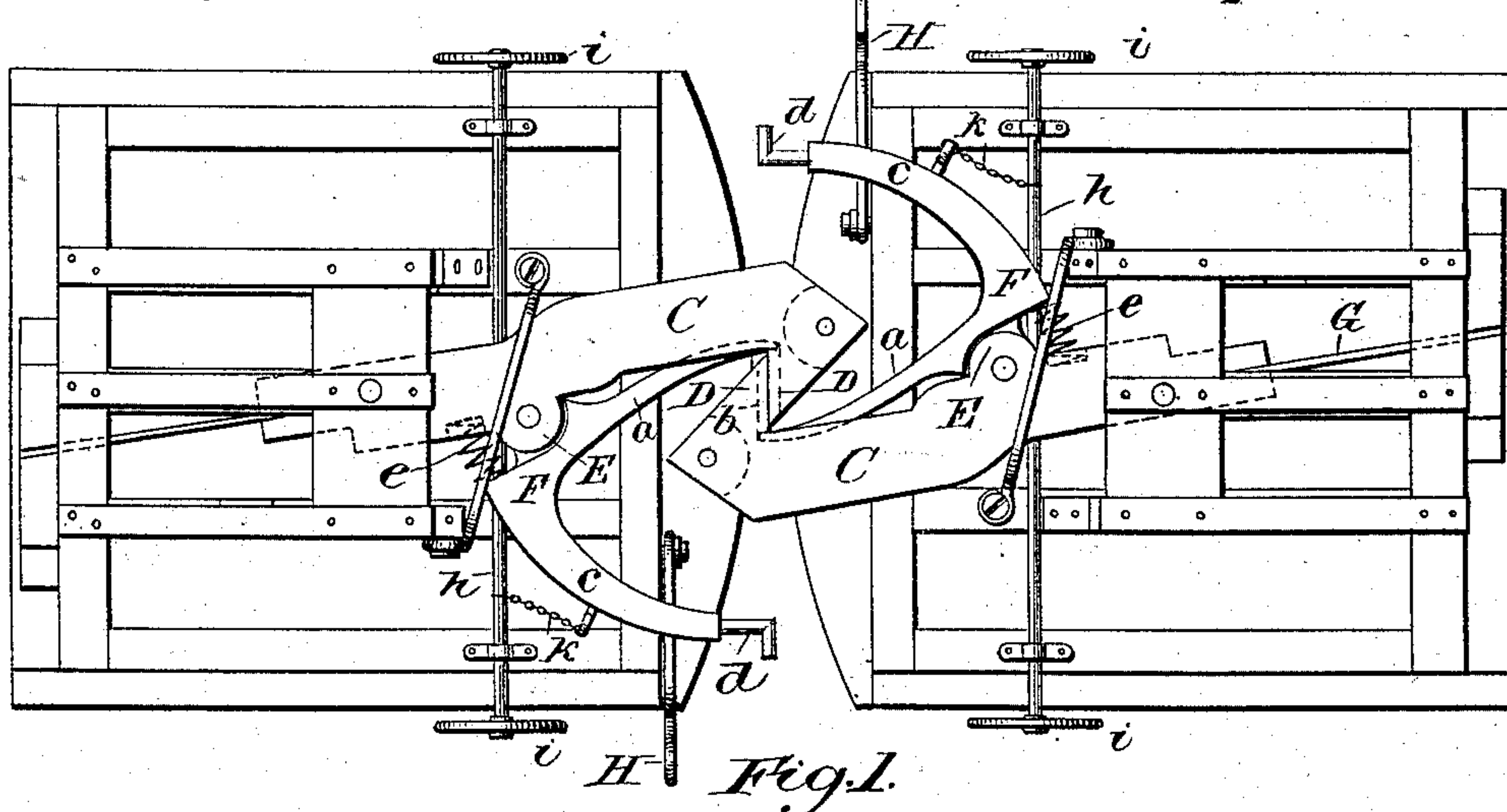
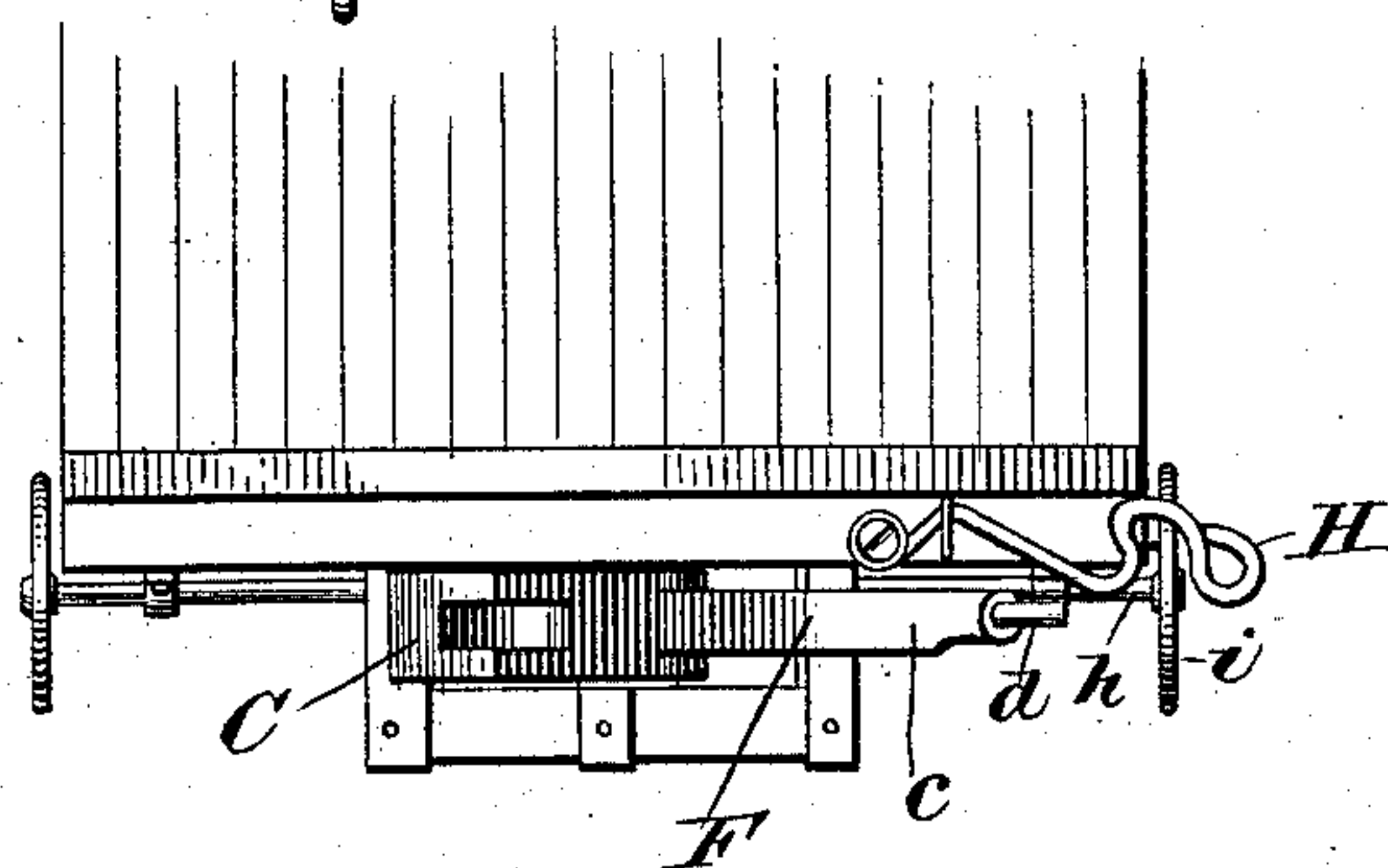


Fig. 3.



Witnesses:
Joseph W. Hunter
Frank J. Hunter

Inventor:
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UNITED STATES PATENT OFFICE.

AUSTIN ELLIOTT, OF KANSAS CITY, KANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 406,639, dated July 9, 1889.

Application filed September 26, 1888. Serial No. 286,470. (No model.)

To all whom it may concern:

Be it known that I, AUSTIN ELLIOTT, a citizen of the United States, and a resident of Kansas City, in the county of Wyandotte and State of Kansas, have invented new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in that class of automatic car-couplings in which the operation of coupling and uncoupling is controlled from the side of the cars to avoid the dangers incident to passing between the cars for such purposes, the object of my improvements being to provide a car-coupling which will possess the advantages of simplicity of parts, durability of construction, and ease of operation, with a ready adaptation for the purpose contemplated. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a bottom plan view of two couplers, showing them in position locked together; Fig. 2, a similar view showing the parts uncoupled, and Fig. 3 an end view of one of the couplings.

Similar letters of reference indicate like parts in the several figures.

Referring to the said drawings, A represents the frame-work of the platform of the car, to the central part of which is secured the downwardly-projecting frame B, within which the rear end of the draw-head of the coupling C is pivoted, as shown.

The coupling C is composed of an elongated draw-head, terminating at its front part with a hook-shaped projection D, the said projection on one coupling being adapted to interlock with a corresponding projection upon an opposite coupling, as fully shown in Fig. 1. Near the center of the draw-head is provided a recessed projection E, in which is adapted to be pivoted an elbow-shaped lever F, the inner arm *a* of which has a movement within the space to the rear of the hook-shaped projection D, the end of said inner arm *a* fitting within a groove *b* in the rear of the projection D, while the outer arm *c* of the lever pro-

jects to one side of the platform of the car, and is provided with a handle *d*, for the ready operation of the said lever.

At the point where the elbow-shaped lever F is pivoted to the draw-head I provide a suitable coiled spring *e*, which serves to depress the inner arm *a* of said lever back into the recess *g*, formed in the rear of the hook-shaped projection D, so that two of the couplings can be connected together at pleasure, and by drawing upon the outer arm *c* of the said lever F at one side of the car it causes the inner arm *a* to push the hook-shaped projections D apart, as fully shown in Fig. 2. In place, however, of operating the said elbow-shaped lever F by the handle *d*, I may provide a rod or shaft *h*, running transversely across the platform and journaled in suitable bearings thereon, and having wheels *i* upon each end, while a chain *k* is secured to the rod or shaft *h* and to the outer arm of the lever F in such manner that by turning either of the wheels *i* in the proper direction the connecting-chain is wound upon the rod or shaft *h*, causing the inner arm *a* of the lever to move outwardly to push the couplings apart from each other. The draw-head is given a free lateral play upon its axis through the medium of a strong spring G, secured to the rear of the draw-head and to the platform, as shown, so that the couplings will slightly yield laterally, when they are being connected together, to avoid the usual jar of coupling.

To the front end of the platform of the car is pivoted a latch or catch H, the object of which is such that the inner arm *a* of the lever F can be held in a position to prevent the coupling of the cars, when so desired, by dropping the said latch or catch over the handle *d* of the outer arm of the lever F, thus closing the mouth of the hook-shaped projection D and preventing the two parts from interlocking with each other.

The front ends of each of the draw-heads are preferably slotted and provided with the usual coupling-pins, so that in case it may be found necessary to couple with cars not provided with my improvements the ordinary link-coupling may be readily employed in connection therewith.

I do not confine myself to the specific construction herein described and illustrated, as

it is evident that modifications thereof can be readily employed with equal effect without departing from the spirit of my invention.

Having thus described my invention, what
5 I claim as new and useful is—

The herein-described car-coupling, consisting of the elongated draw-head pivoted near its rear end to the platform of the car and provided with the spring G, the front end of
10 said draw-head terminating in a hook-shaped projection D, and provided with an elbow-shaped lever F, the one arm of which rests

within the space at the rear of the said hook-shaped projection D, while the other arm thereof projects to one side of the car, substantially in the manner and for the purpose specified. 15

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

AUSTIN ELLIOTT. [L. S.]

Witnesses:

JOHN F. CHAPIN,
WELLINGTON MOONEY.