

(No Model.)

J. H. CRITTENDEN.
CAR COUPLING.

No. 411,980.

Patented Oct. 1, 1889.

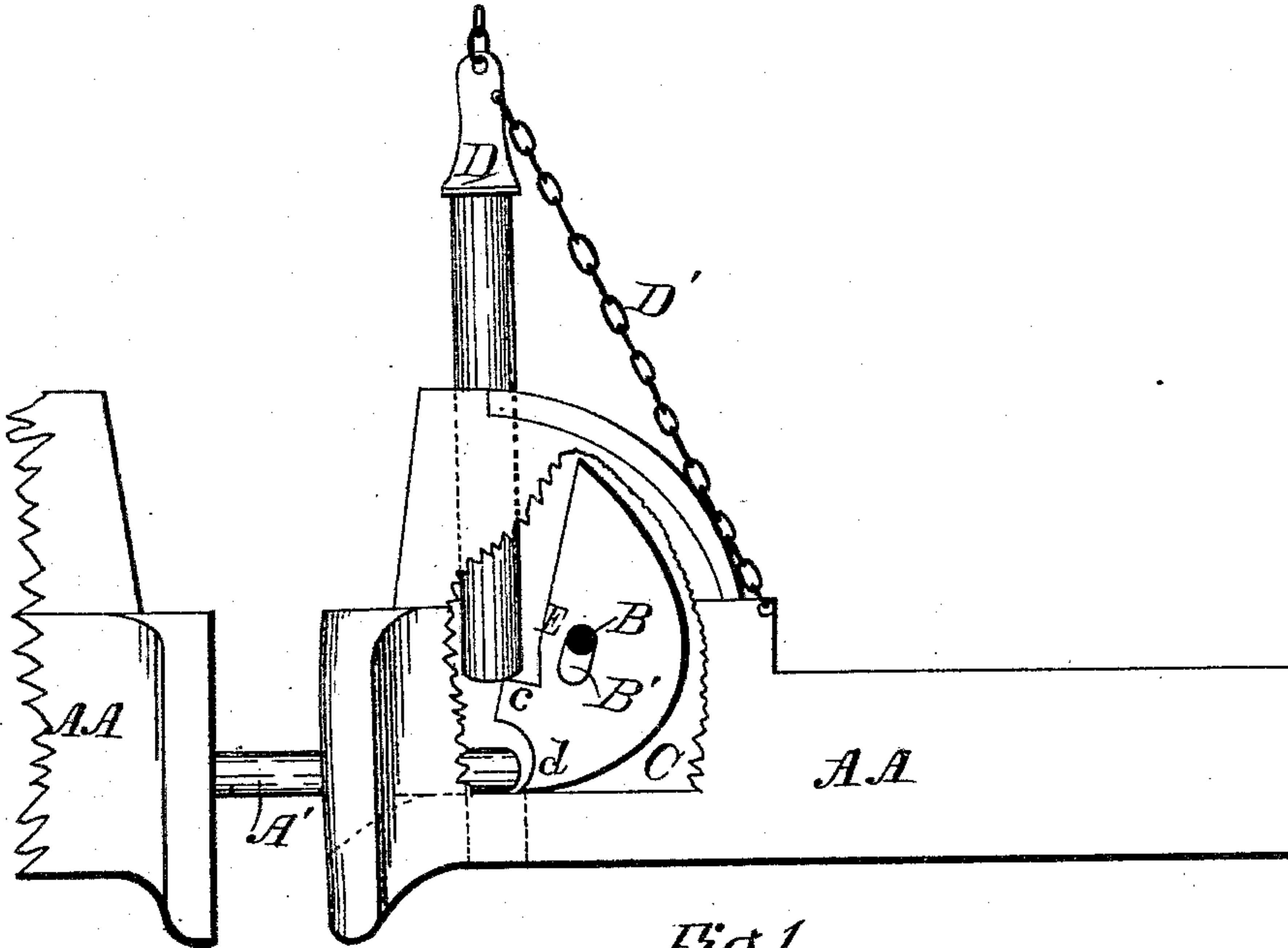


Fig 1.

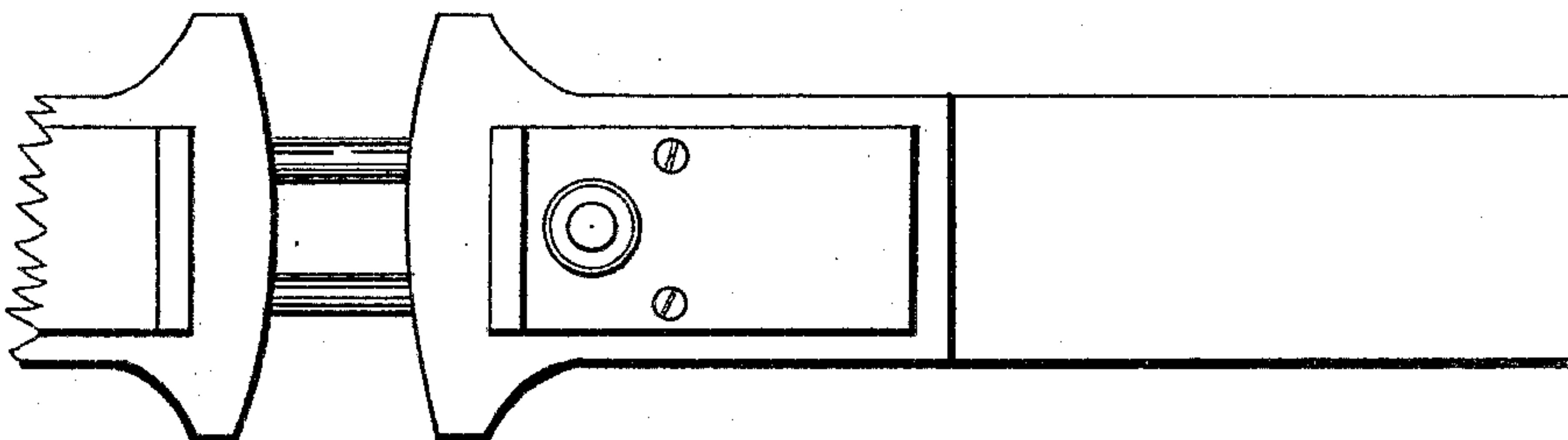


Fig 2.

WITNESSES:

Arbo N. Lincoln
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INVENTOR

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JAMES H. CRITTENDEN, OF FALL RIVER, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 411,980, dated October 1, 1889.

Application filed March 19, 1889. Serial No. 303,919. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. CRITTENDEN, a citizen of the United States, residing at Fall River, in the county of Bristol and State of Massachusetts, have invented certain new and useful Improvements in Automatic Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of my invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention consists of a hollow chamber on the draw-bar, with cam, and oval slot in the cam, and pin on which the cam operates, and chain which is attached to the coupling-pin and draw-bar.

Figure 1 of the drawings is a side elevation of a draw-bar, showing my invention applied to it. Fig. 2 is a vertical view showing the two draw-bars, link, and pin.

To enable others to make and use my invention, I will now proceed to describe its construction and its operation.

A A is the draw-bar.

E is the cam.

c is the shoulder on the cam, on which the coupling-pin rests.

d is a semi-circle in which the end of the link A' is forced to liberate the coupling-pin D.

B' is an oval slot through the cam to enable it to operate on the pin B.

C is a hollow chamber on the draw-bar, in which the cam is placed and operated.

D' is the chain which is attached to the coupling-pin and draw-bar to keep the coupling-pin from being displaced.

The within invention being constructed as herein specified and shown, its novelty and operation may be noted. When two cars are to be coupled, the pin is hauled up until the chain which is attached to the draw-bar and the upper end of the pin is taut, which allows the cam by its gravity to assume the position shown in the drawings, and the pin rests on the shoulder c of the cam. The end of the link being forced into the semi-circle d liberates the pin, and by its gravity drops into position, as will be seen without further specification.

What I claim is—

The combination of the cam E, having the elongated slot B', shoulder C, and the offset d, in combination with the pivot B, pin D, and the housing or chamber for the same, all substantially as described.

JAMES H. CRITTENDEN.

Witnesses:

ARBA N. LINCOLN,

JAMES G. MANCHESTER.