

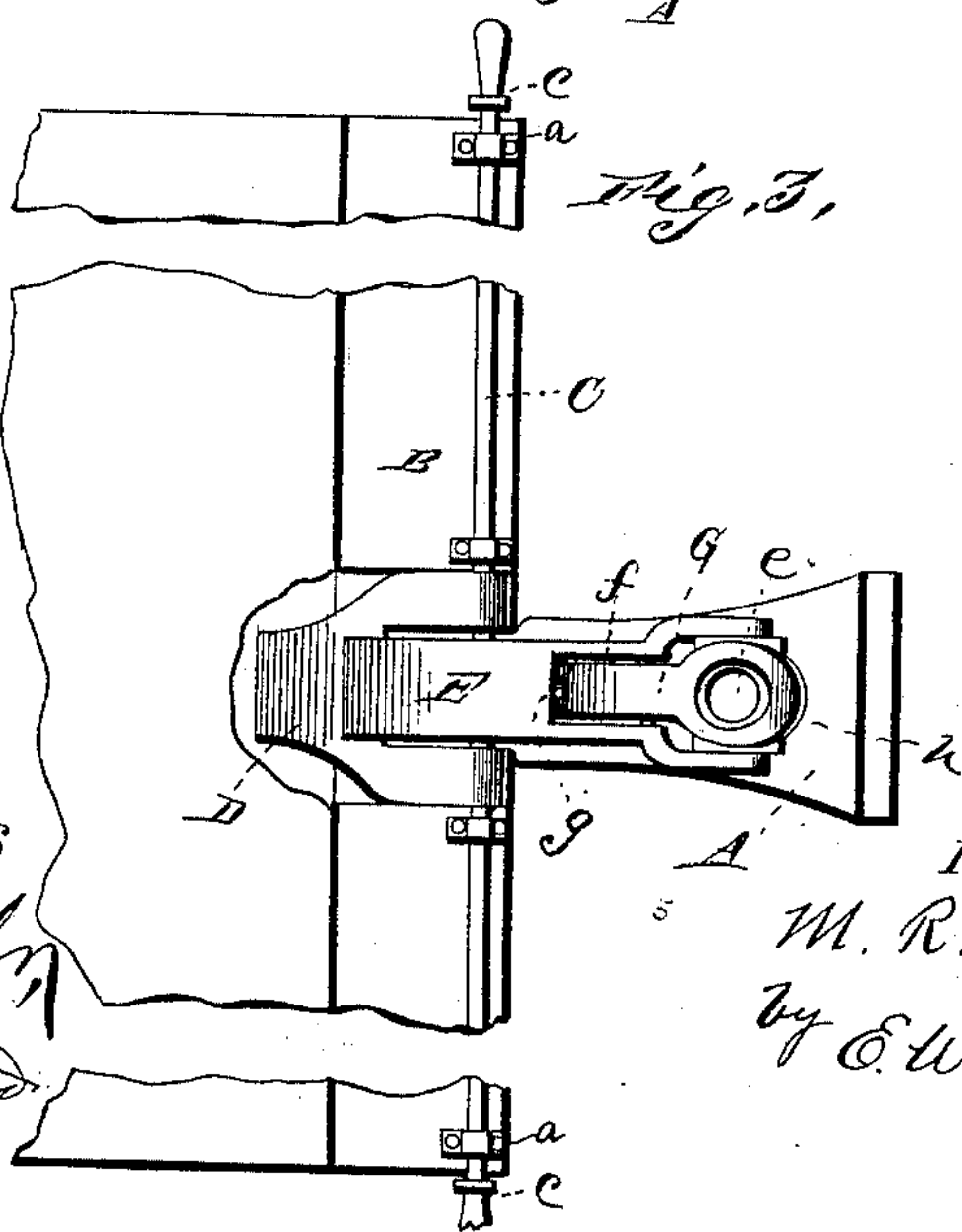
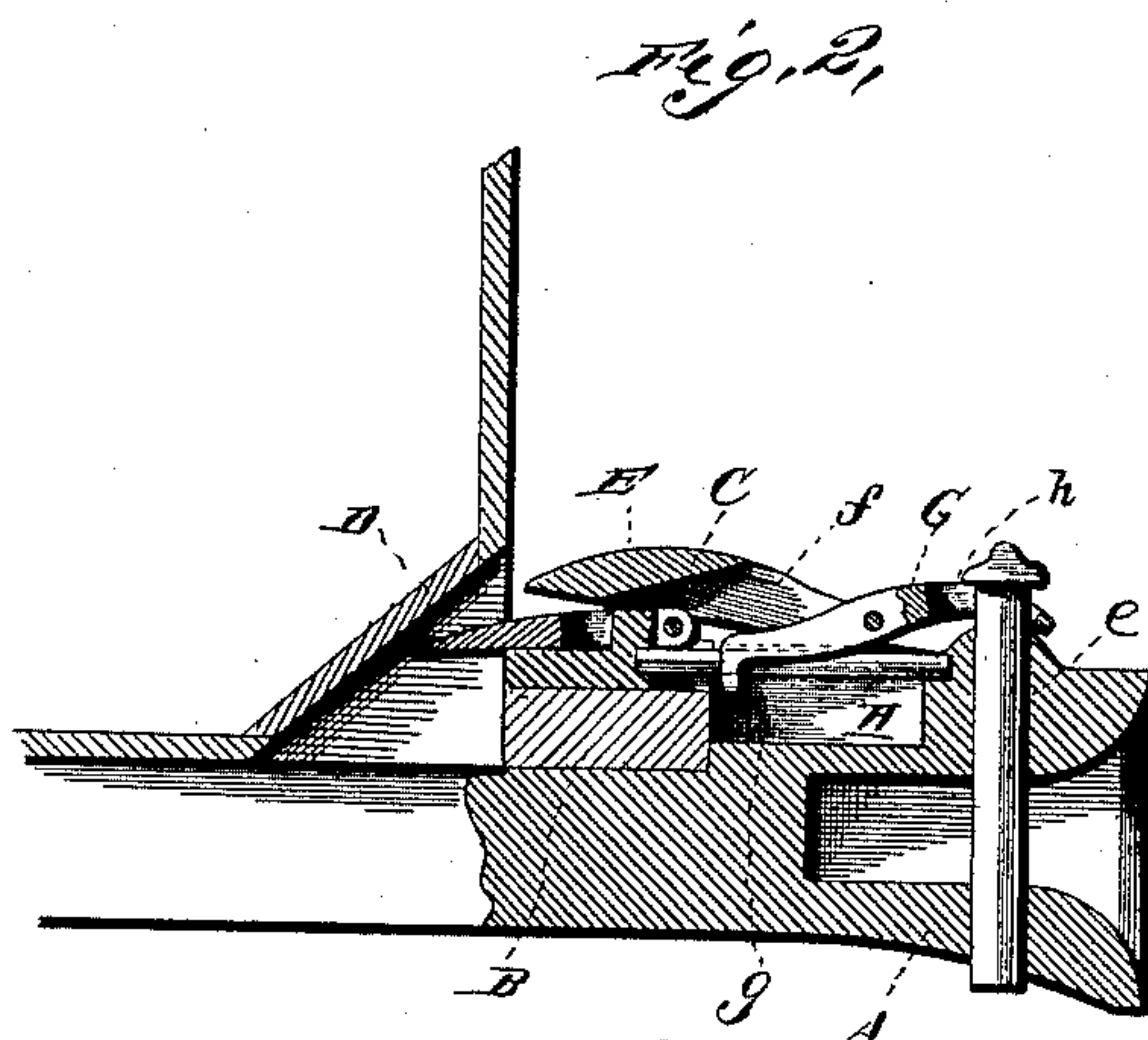
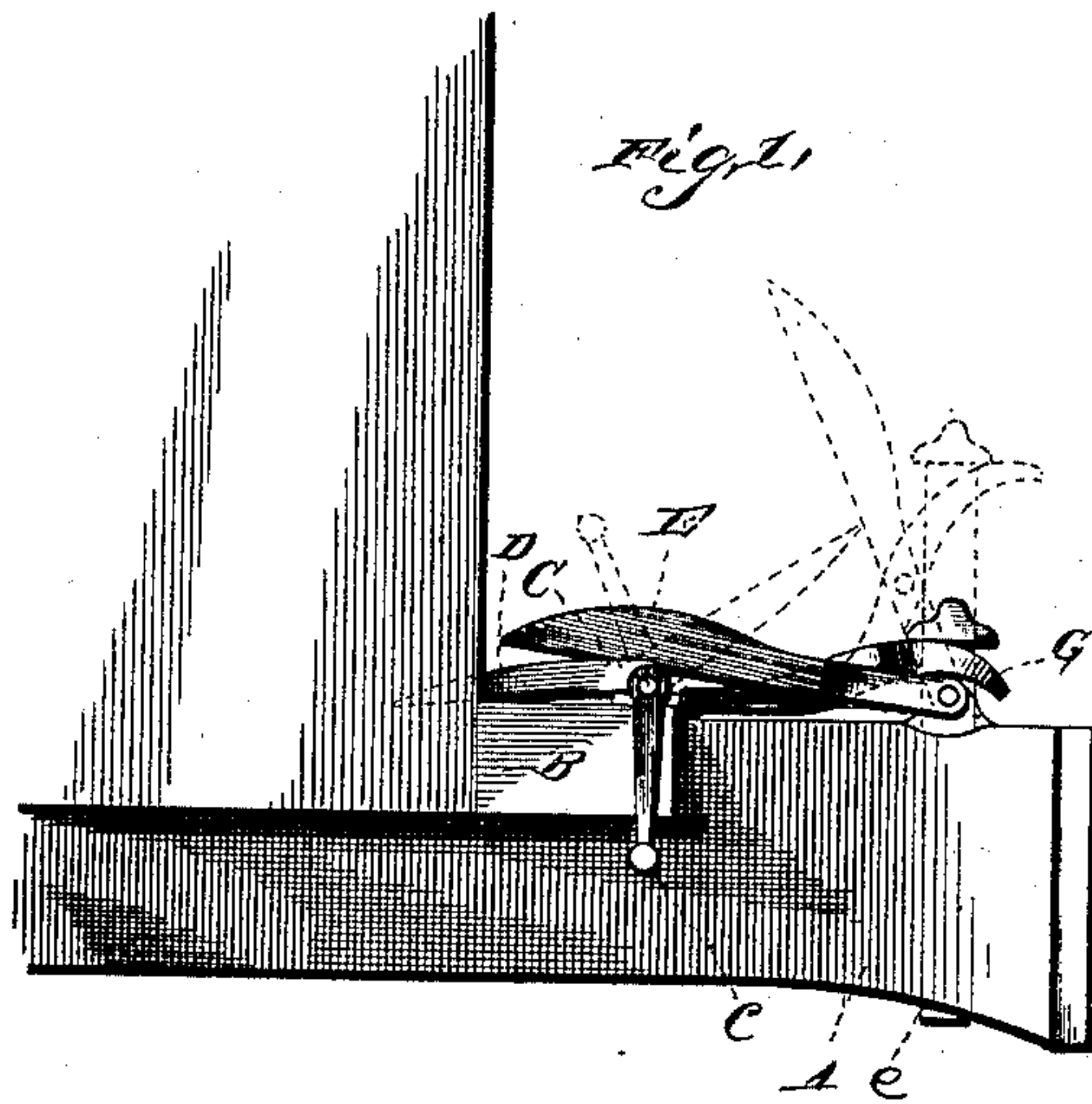
(No Model.)

2 Sheets—Sheet 1.

M. R. HUBBELL.
CAR COUPLING.

No. 432,830.

Patented July 22, 1890.



WITNESSES
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P. Frank Hammond

INVENTOR
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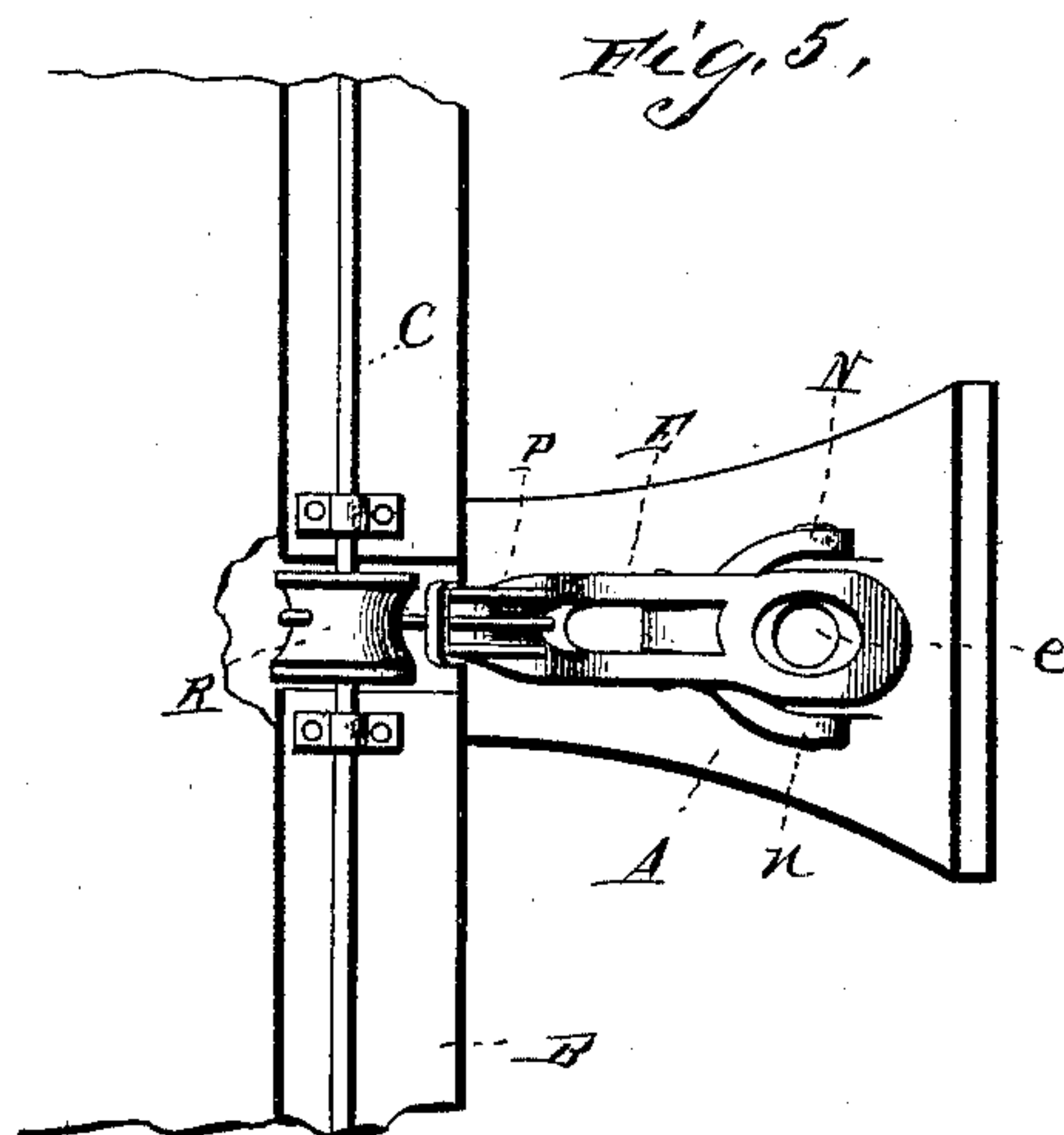
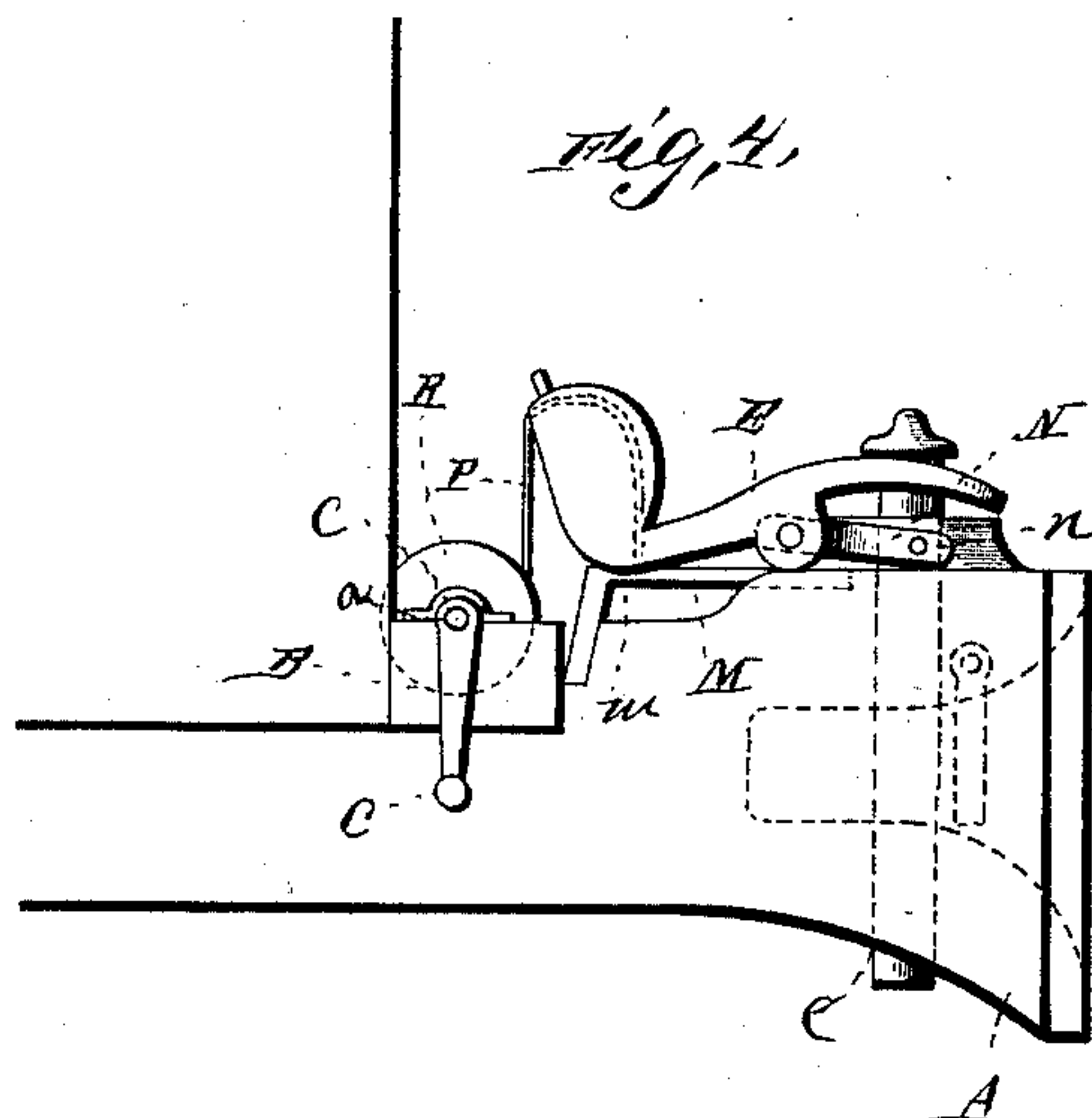
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2 Sheets—Sheet 2.

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CAR COUPLING.

No. 432,830.

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WITNESSES

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UNITED STATES PATENT OFFICE.

MYRON R. HUBBELL, OF WOLCOTT, VERMONT.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 432,830, dated July 22, 1890.

Application filed May 8, 1890. Serial No. 350,975. (No model.)

To all whom it may concern:

Be it known that I, MYRON R. HUBBELL, a citizen of the United States, and a resident of Wolcott, in the county of Lamoille and State of Vermont, 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 of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a side view of my device. Fig. 2 is a sectional view. Fig. 3 is a plan view. Fig. 4 is a side view of a modification; Fig. 5, a plan view of the same.

My invention relates to improvements in devices for withdrawing coupling-pins from railway-cars; and the invention consists in certain novel features of construction, as will be hereinafter described and specifically claimed, reference being had to the accompanying drawings.

In the drawings, A represents the draw-head of the car, and B the end sill of the same. Mounted in suitable bearings *a*, attached to the sill B, is a transverse shaft C, to each end of which is secured a crank *c*. Rigidly mounted near the central portion of this shaft C is an arm or lever D, the forward movement of the cranks *c* causing said arm or lever to be lifted, which in turn raises a lever E, the free end of which rests upon said arm or lever D. The bifurcated opposite end of the lever E is pivotally secured to the draw-head at each side of the pin-hole *e*. Said lever E is provided with a slot *f*, in which is pivotally mounted a slide G, said slide being provided with a slot *g* at its lower end, which loosely engages a rod H, and is free to move thereon. The slide is also provided at its upper end with a hole *h*, through which the coupling-pin is adapted to be inserted.

The operation of the device is as follows: The forward movement of the cranks *c* on the shaft C will raise the arm or lever D,

this in turn lifting the lever E, the free end of which rests upon said arm or lever, the upward movement of the lever E causing a forward movement of the lower end of slide G and an upward movement of its outer end, whereby a direct lift will be given to the coupling-pin, the flanged head of which is engaged by said slide. The arm D will act as a brace to hold the pin in elevated position when not in use.

Figs. 4 and 5 represent a modification of the device, in which the lever E is shown as formed with an elbow *m*, which acts as a slide on the bridge M. This lever, instead of being directly pivoted to the draw-head, as shown in Fig. 1, is pivotally mounted upon the brace or lever N, the arms *n* of which are pivotally secured to each side of the pin-hole *e*. The upper end of this lever is provided with a hole to receive the coupling-pin. The lever is raised by means of the cord or link connection P, which is attached to the elbow of the lever, and passing over its lower end is secured to the under side of the wheel R, mounted upon the crank-shaft C. This modification, as well as the form shown in Fig. 1, will give a direct upward lift to the coupling-pin, thereby removing all danger of its binding in the pin-hole.

Having described the invention, what I claim as new therein, and that for which I desire to secure Letters Patent, is—

1. The combination of the lever pivoted upon the draw-head, the slide pivoted in said lever and carrying the coupling-pin, and means for actuating said lever, substantially as set forth.

2. The combination, with a lever pivotally mounted upon the draw-head and adapted to receive and engage a coupling-pin, of a crank-shaft and lever-connection for operating said cross-slide lever, substantially as described.

3. The combination, with the lever pivotally mounted upon the draw-head and adapted to receive and engage a coupling, of a slide-bar for said lever, and a crank-shaft and lever-connection for operating said cross-slide lever, substantially as described.

4. The combination, with the lever consisting of lever E, pivoted to the draw-head and provided with the slot *f*, and slide G, pivotally mounted in said slot and adapted
5 to engage the coupling-pin, of a crank-shaft and a lever secured to said shaft for operating said lever, substantially as described.

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

MYRON R. HUBBELL.

Witnesses:

ELLEN L. CADY,
MARY E. MASSEY.