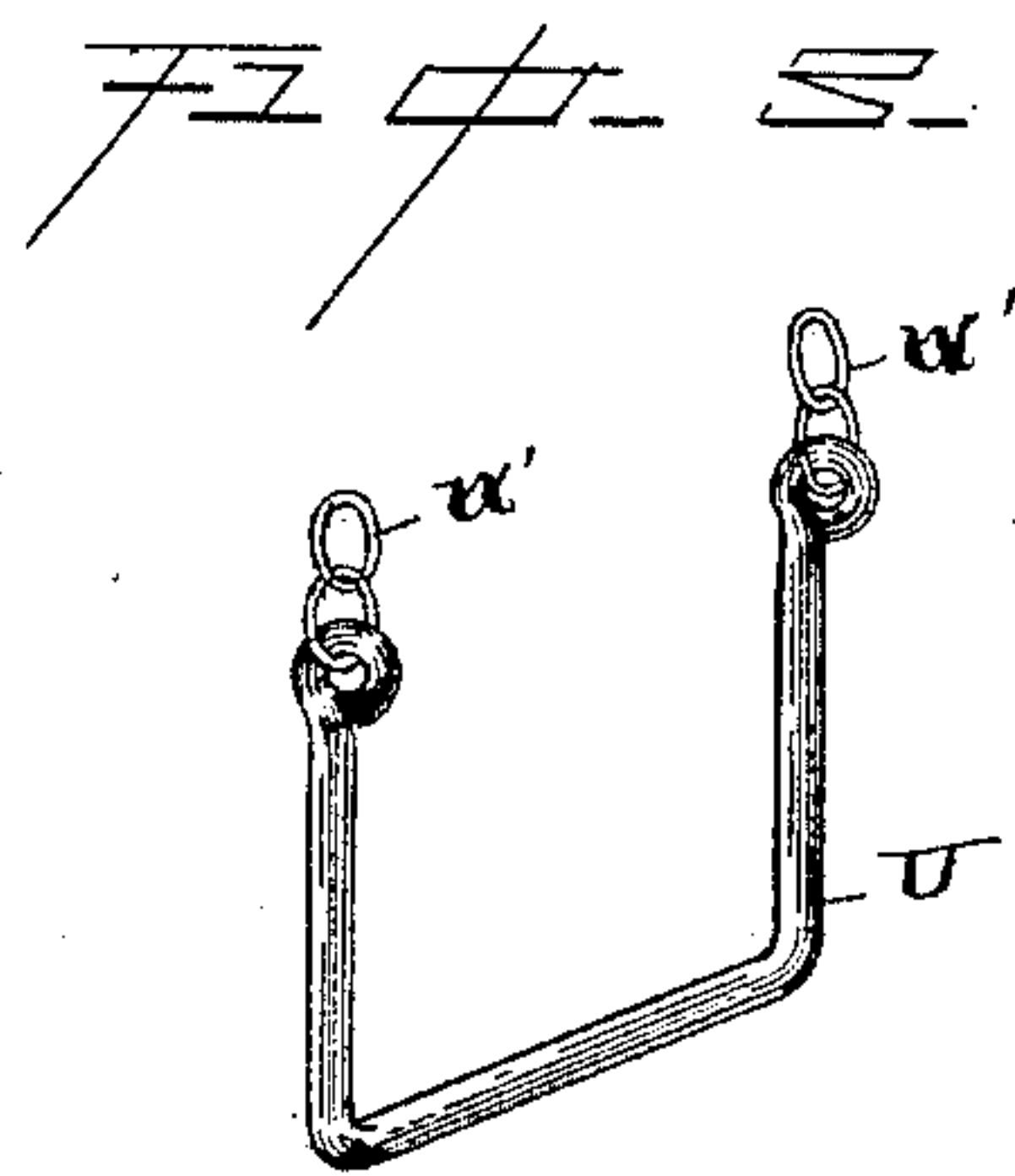
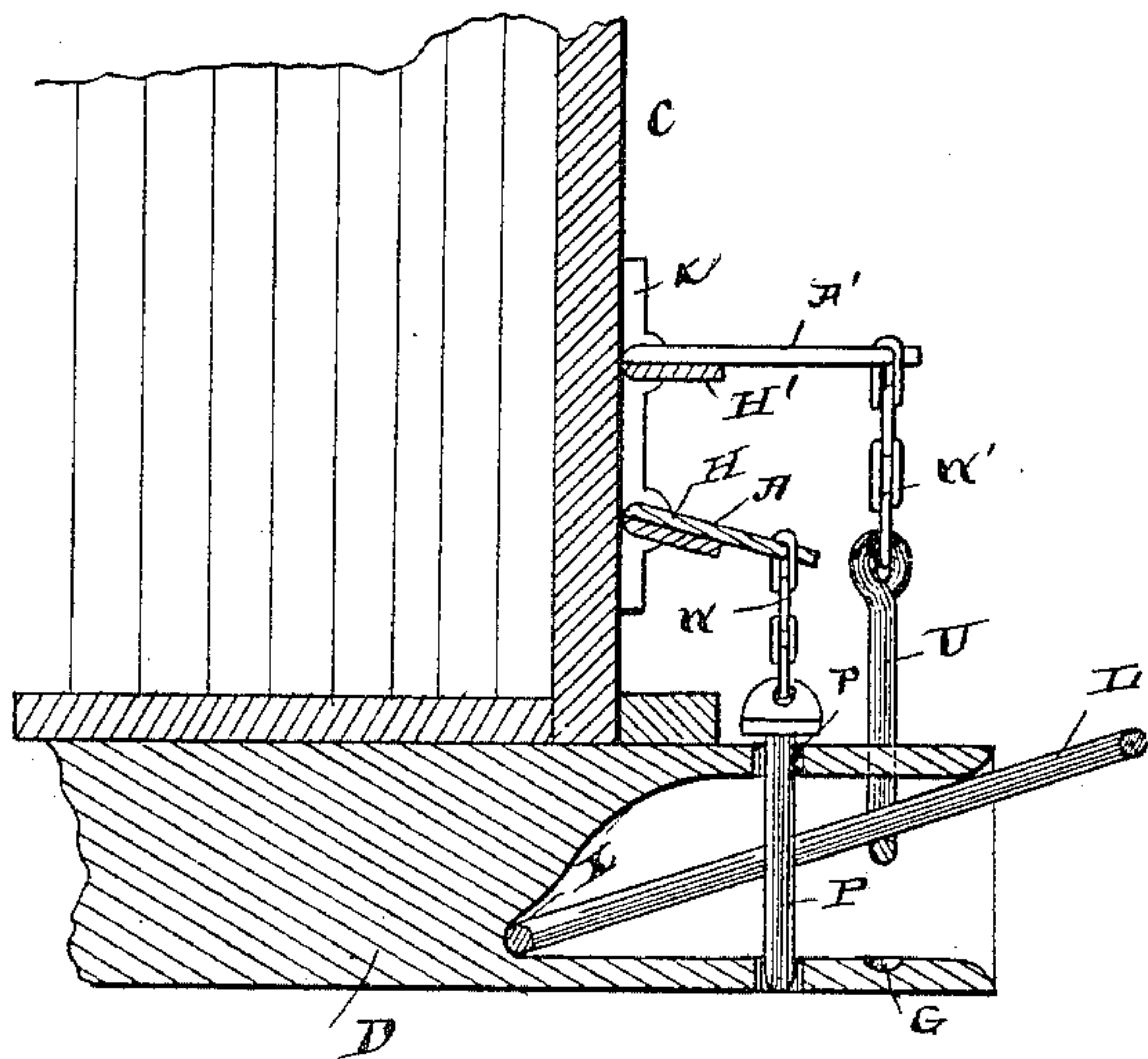
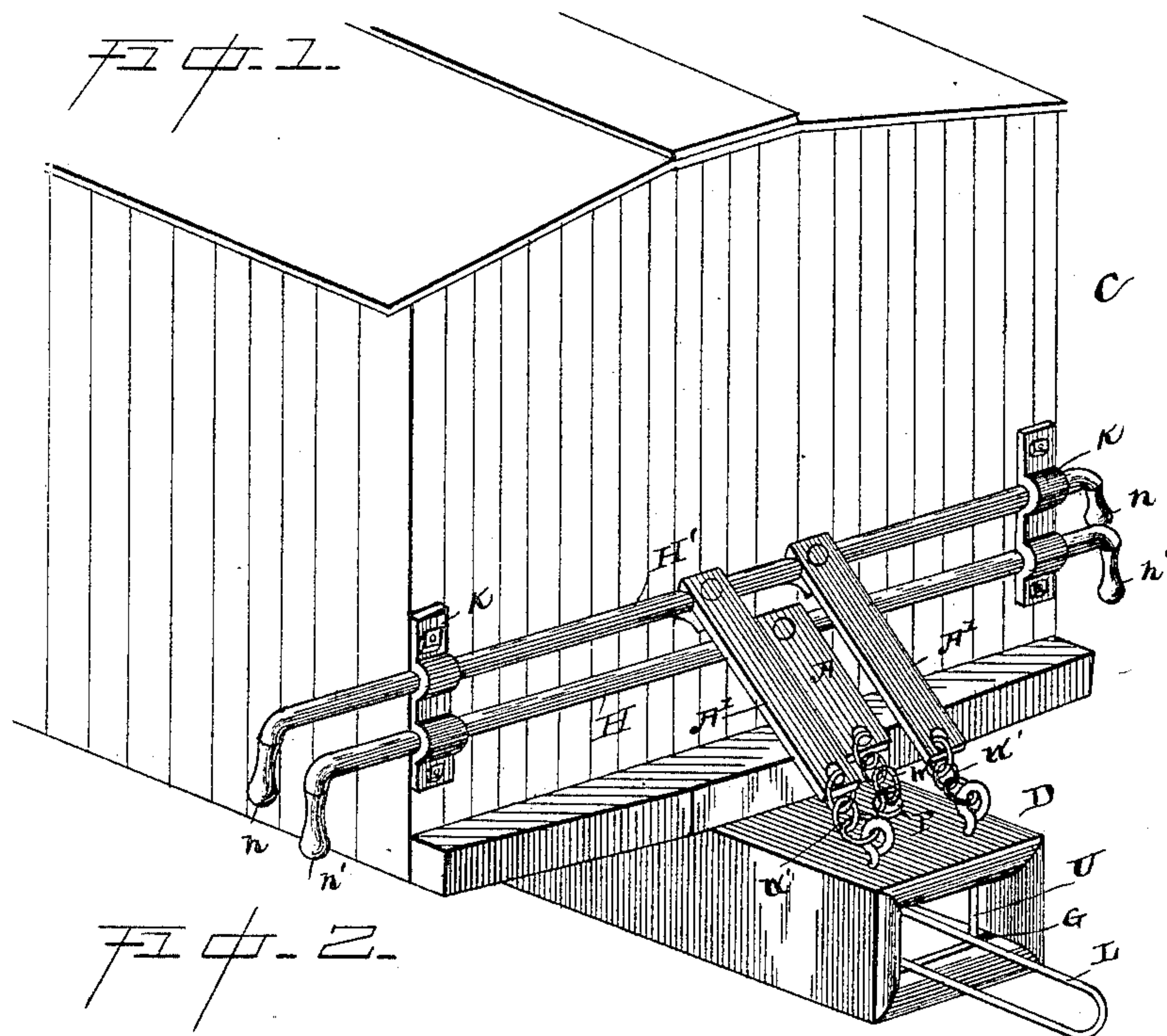


(No Model.)

J. McQUILLAN.
CAR COUPLING.

No. 453,738.

Patented June 9, 1891.



Witnesses

Isaac Schmitt.

N. J. Collamer.

Inventor

John M. Quillan.

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

JOHN McQUILLAN, OF HECKER, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 453,738, dated June 9, 1891.

Application filed March 14, 1891. Serial No. 385,094. (No model.)

To all whom it may concern:

Be it known that I, JOHN McQUILLAN, a citizen of the United States, residing at Hecker, in the county of Monroe and State of Illinois, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings, and more particularly to that class thereof known as pin-and-link lifters; and the object of the same is to produce certain improvements in devices of this character which will obviate the necessity for the brakeman going between the cars to adjust the link or the pin in the act of coupling or uncoupling.

The invention consists in the specific details of construction hereinafter generally described and specifically claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a perspective view of the end of a car embodying my improvements. Fig 2 is a central longitudinal section of the draw-head and the two rods, showing how the link is raised. Fig. 3 is a perspective detail of the link-lifter.

Referring to the said drawings, the letter C designates a car, and D the draw-head, having a vertical hole therethrough for the pin P, and having an open mouth for the reception of the link L, all as is common in devices of this character. The rear end of the opening in the draw-head has an extension X, in which the rear end of the link extends, as shown in Fig. 2, so that if the body of the link be raised by any means its front end will be elevated, whereby it may be guided into the mouth of an approaching draw-head, as will be understood.

K are brackets secured to the end of the car, and H H' are horizontal rods journaled in said brackets and respectively having handles h h' at their ends which stand at the sides of the car. The rod H has an arm A projecting forwardly from its center, which is connected by a short link, chain, or wire W with the pin P, and the rod H' has two such arms A', which are connected by similar members W' with the upper ends of a U-shaped lifter U. (Best shown in Fig. 3.) The

side pieces of this lifter pass through holes in the top of the draw-head and down adjacent its sides, and the bottom of the lifter rests normally in a groove G across the bottom of the mouth of the draw-head.

With a device of this character, the link L being in place with its inner end in the extension X, if the lifter U be raised by operating one of the handles h' the body of the link will be lifted and its free outer end can be guided into the mouth of an approaching draw-head. If the draw-head illustrated be empty and the link be in the approaching draw-head, the pin P may be raised by one of the handles h; but the arms A' must be down astride of the arm A, so as to allow the lifter U to set down in the draw-head with its bottom in the groove G thereof. When the link has been guided into the draw-head, one of the handles h is turned down, and the weight of the pin P causes it to drop through the link.

What is claimed as new is—

In a car-coupling, the combination, with the draw-head, the rear end of whose opening has an extension and the bottom of the mouth of whose opening has a transverse groove, a pin moving vertically through said draw-head forward of the extension, and a U-shaped link-lifter, its arms moving through holes in the top of the draw-head and its bottom normally resting in said groove, of brackets on the end of the car, horizontal rods journaled therein and having handles at their ends at the sides of the car, a single forwardly-projecting arm at the center of the lower rod, a link connecting it with the pin, two arms projecting forwardly from the upper rod and adapted to straddle said single arm, and links connecting these arms with the upper ends of the link-lifter, all as and for the purpose hereinbefore set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN McQUILLAN.

Witnesses:

JOS. ROSCOW,
GEORGE SOHRBERG.