

(No Model.)

2 Sheets—Sheet 1.

T. A. McBRIDE.
CAR COUPLING.

No. 461,035.

Patented Oct. 13, 1891.

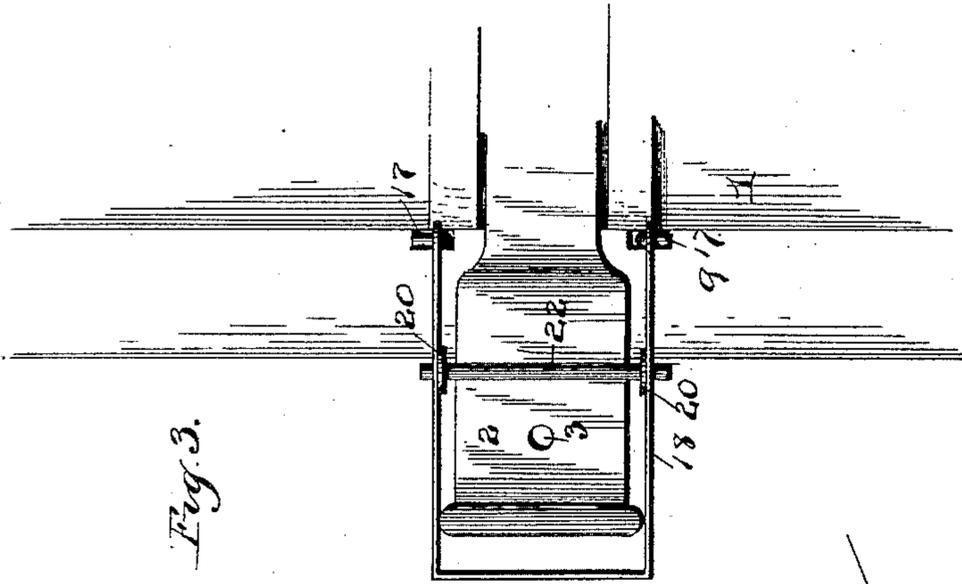


Fig. 3.

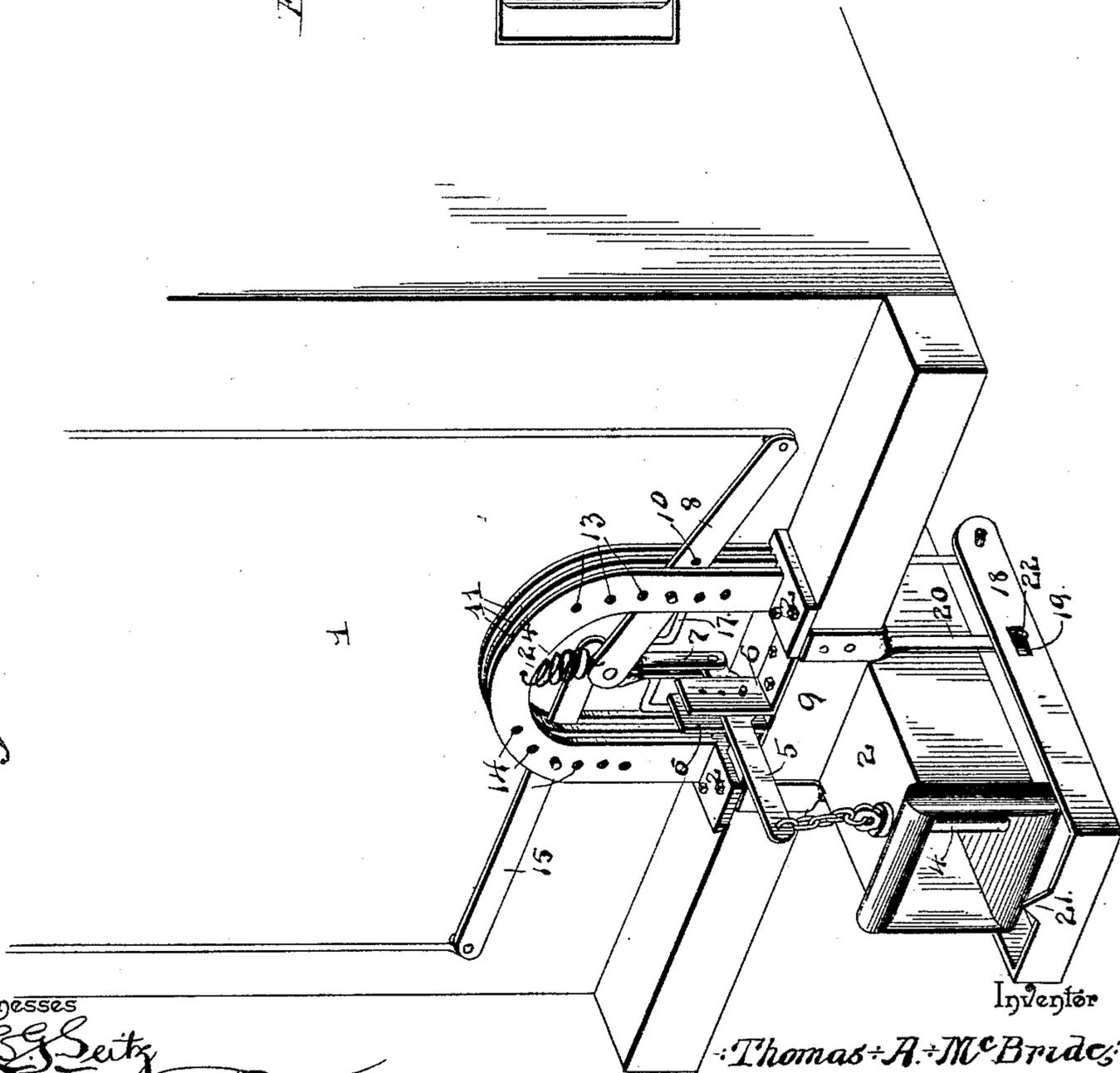


Fig. 1.

Witnesses

H. G. Seitz
N. P. Riley

By his Attorneys,

Thomas A. McBride
Chas. Snow & Co.

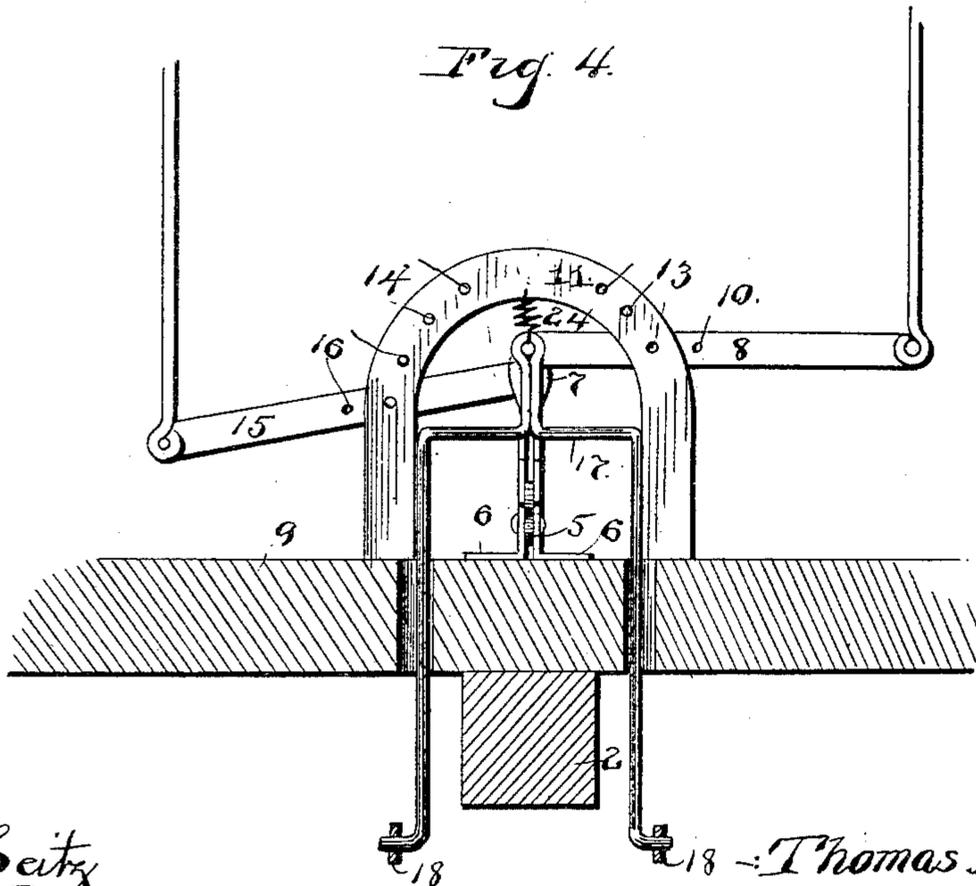
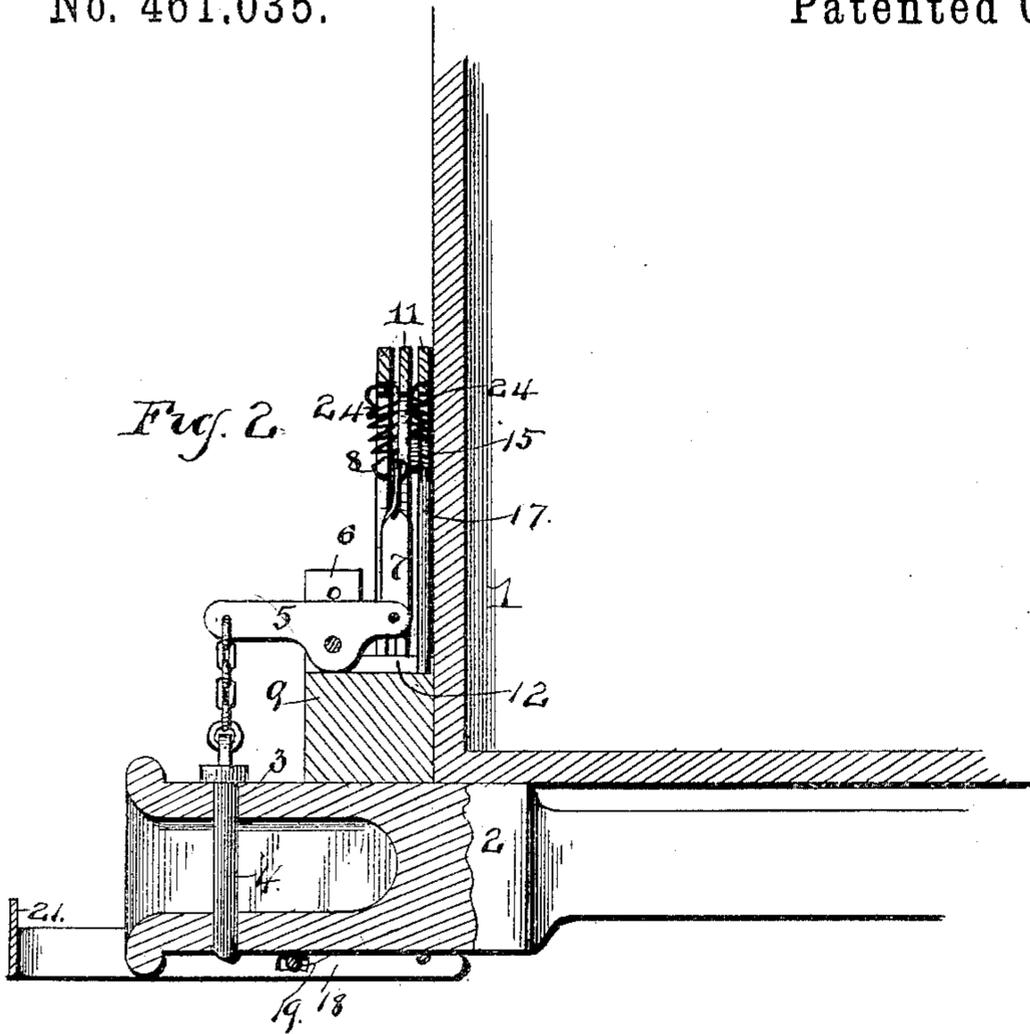
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2 Sheets—Sheet 2.

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H. J. Beitz
N. H. Riley

Inventor

Thomas A. McBride

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

THOMAS ANDERSON McBRIDE, OF SEGUIN, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 461,035, dated October 13, 1891.

Application filed May 18, 1891. Serial No. 393,191. (No model.)

To all whom it may concern:

Be it known that I, THOMAS ANDERSON McBRIDE, a citizen of the United States, residing at Seguin, in the county of Guadalupe and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to provide simple and inexpensive means adapted to be conveniently applied to box-cars and the like and capable of enabling the cars to be coupled and uncoupled without necessitating a person passing between the cars.

The invention consists of the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a central vertical sectional view. Fig. 3 is a reverse plan view. Fig. 4 is a vertical transverse sectional view.

Referring to the accompanying drawings, 1 designates a car having a coupler-head 2, which is provided with a vertical opening 3, adapted for the reception of a coupling-pin 4, operating in connection with a link in the ordinary manner.

The operating mechanism hereinafter to be described is designed to be employed with the ordinary pin-and-link car-couplings in common use. The coupling-pin 3 is connected by a chain 4 with the outer end of a lever 5, which is fulcrumed intermediate its ends between L-shaped plates 6, and has its rear end connected by a link-bar 7 with the inner end of a pin-operating lever 8. The L-shaped plates are secured to the upper face of a head-block 9 and have their vertical portions arranged parallel with each other and provided with series of perforations, whereby the lever 5 is adapted to be adjusted vertically. The pin-operating lever is provided with adjusting-perforations 10, and is fulcrumed between arch plates 11, which are arranged parallel with each other and extend transversely of the car and are provided in their sides with

series of perforations 13 and 14, and have formed integral with them foot-plates 12, which are secured to the upper face of the head-block. Between the intermediate and rear arch plates is fulcrumed a link-operating lever 15, which is provided with perforations 16, and is adjustable similarly to the pin-operating lever 8 by means of the perforations 14, and has its inner end connected with the upper end of an approximately Y-shaped wire frame 17, the arms of which are arranged in recesses of the head-block. The lower ends of the arms of the Y-shaped frame are secured to the inner end of a U-shaped link-lifter 18, which has its sides provided with openings 19 and pivoted to depending hanger-plates 20. The link-lifter is provided at its outer end with a projection 21 to prevent a link slipping laterally from it, and its sides may be pivoted to the depending hanger-plates by a continuous bolt or rod 22, or small bolts (not shown) may, if desired, be employed; and I desire it to be understood that I do not limit myself to the precise details of construction herein shown and described, as I may, without departing from the spirit of the invention, make minor changes therein.

The outer ends of the operating-levers are provided with bars extending to the top of the car and enabling the coupling and uncoupling to be performed from the top, and the inner ends of the levers are connected with the top of the arch plates by spiral springs 24, which raise the inner ends of the levers and depress the link-lifter and carry the same out of the way of the bumpers, and also hold the coupling-pin in operative position.

It will be seen that simple and inexpensive means are provided, whereby the operation of coupling and uncoupling may be performed without necessitating a person passing between the cars.

What I claim is—

1. The combination of a car having a coupler-head, the depending plates arranged at the sides of the coupler-head, the link-lifter pivoted to the depending plates, the arch plates provided with adjusting-perforations, the operating-lever 15, fulcrumed on the arch plates and provided with perforations, and

the Y-shaped frame connecting the operating-lever and the link-lifter, substantially as described.

2. The combination of a car having a coupler-head, the arch-shaped plates arranged above the coupler-head and provided with adjusting-perforations, the coupling-pin, the lever 5, fulcrumed intermediate its ends and having its front end connected with the coupling-pin, and the pin-operating lever fulcrumed on the arch plates and having its inner end connected with the lever 5, substantially as described.

3. The combination of the coupler-head, the coupling-pin, the L-shaped plates pro-

vided with perforations, the lever 5, fulcrumed between the L-shaped plates and having its front end connected with the coupling-pin, the arch plates, and the pin-operating lever fulcrumed on the arch plates and connected with the inner end of the lever 5, substantially as described.

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

THOMAS ANDERSON McBRIDE.

Witnesses:

EMIL MOSHEIM,

ALBERT KRAMS.