

(No Model.)

H. B. GRANT.
CAR COUPLING.

No. 485,928.

Patented Nov. 8, 1892.

Fig. 1.

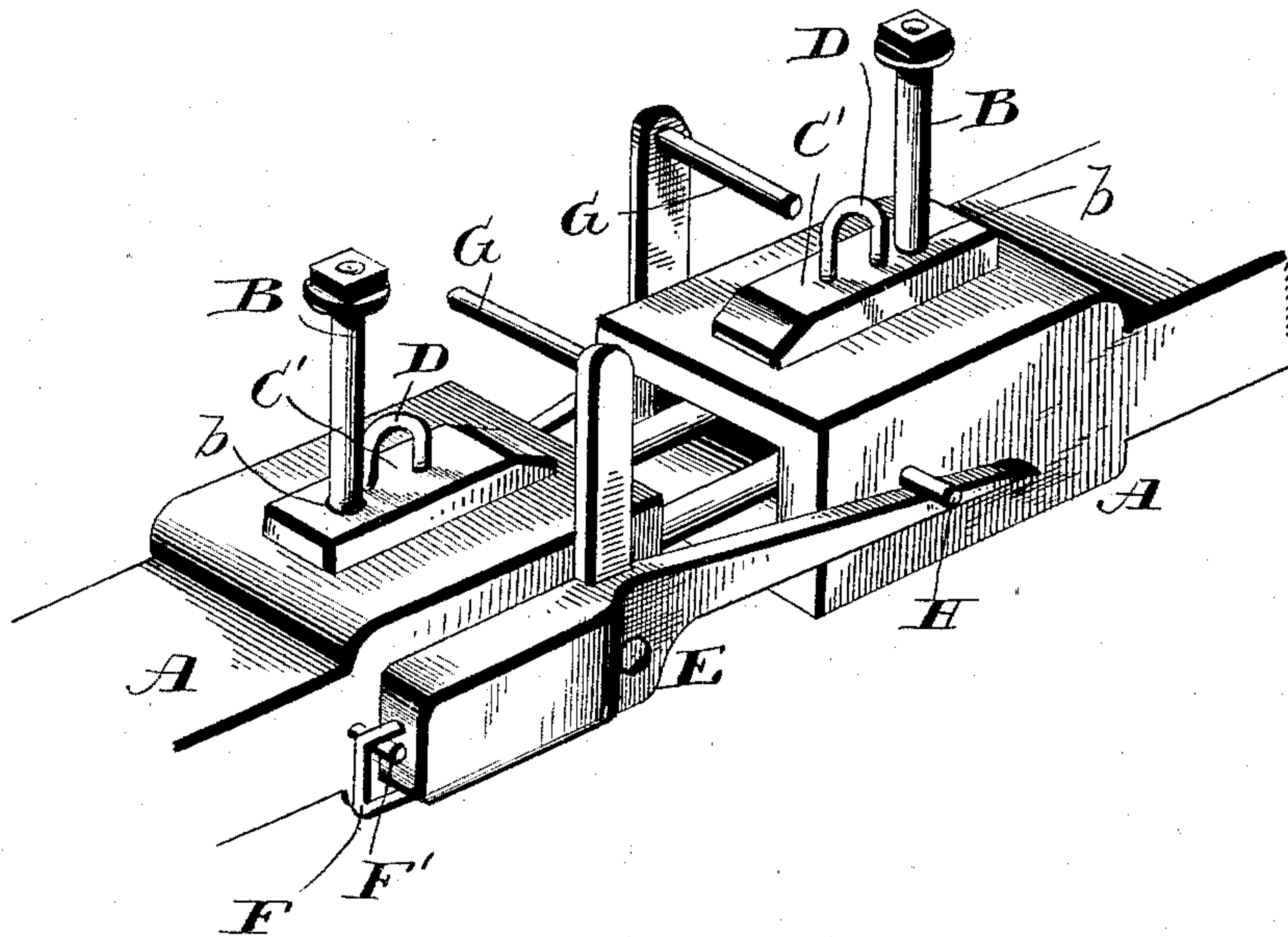
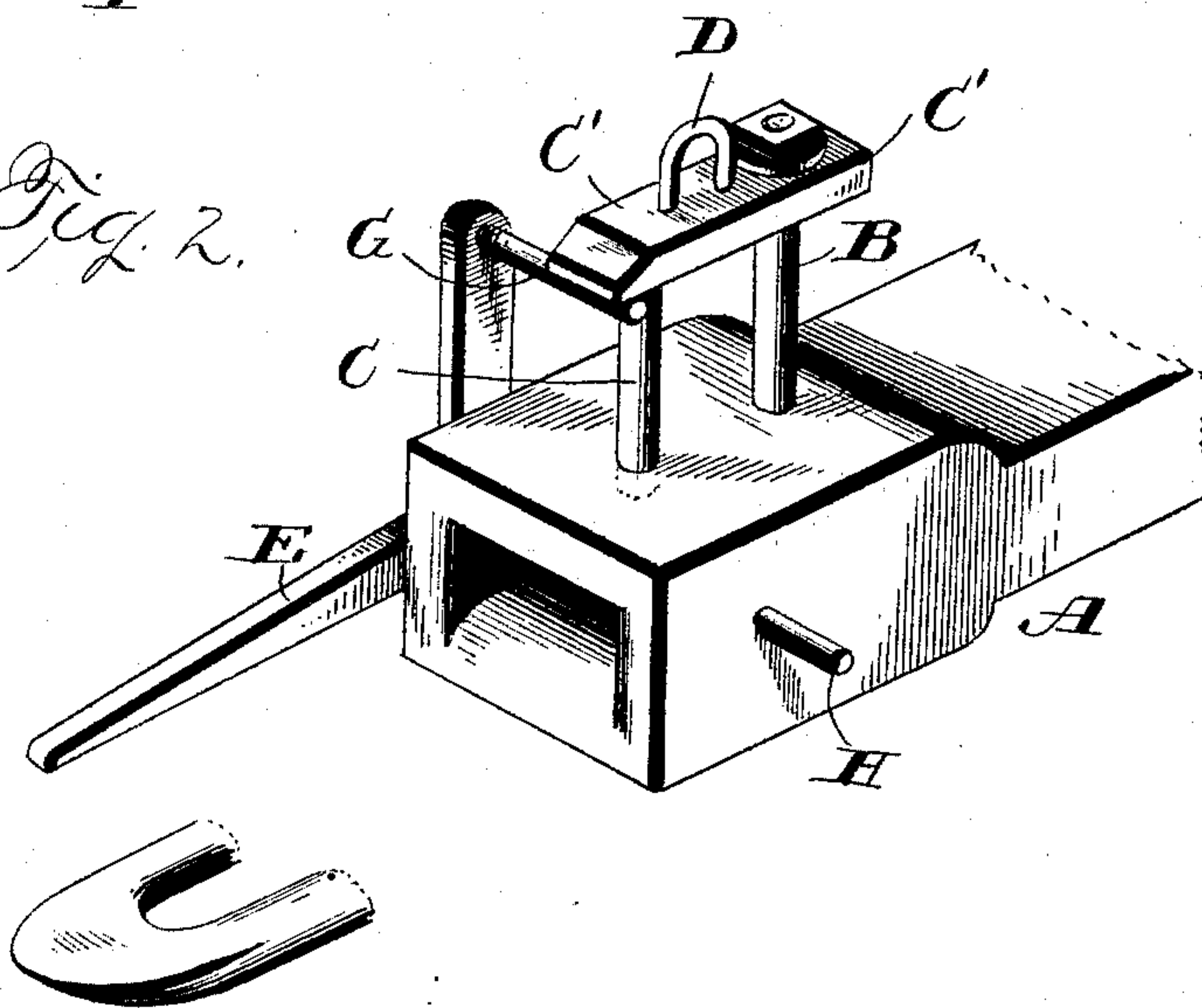


Fig. 2.



Witnesses
C. J. Williamson,
A. L. Hough

Inventor
Henry B. Grant
by Franklin H. Hough
Atty.

UNITED STATES PATENT OFFICE.

HENRY BOYD GRANT, OF PLEASANT MOUND, TENNESSEE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 485,928, dated November 8, 1892.

Application filed July 20, 1892. Serial No. 440,624. (No model.)

To all whom it may concern:

Be it known that I, HENRY BOYD GRANT, a citizen of the United States, residing at Pleasant Mound, in the county of Montgomery and State of Tennessee, 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 the letters of reference marked thereon, which form a part of this specification.

This invention relates to car-couplers, and particularly to that class known as gravity-pin couplers, in which the pin is automatically released and by gravity falls through the draw-head, engaging the link, which is previously inserted into the draw-head, and when it is desired to uncouple the connections a suitable arrangement is provided, which will be hereinafter explained.

The invention consists, further, in the novel construction, combination, and adaptation of the various parts, which will be clearly described, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating like parts throughout the several views, in which—

Figure 1 is a perspective view of a coupler constructed in accordance with my invention, showing the coupling made. Fig. 2 is a similar view of one draw-head with coupler open ready for the automatic coupling.

Reference now being had to the details of the drawings by letter, A represents the two draw-heads, of ordinary construction. On the upper face of each draw-head is securely fastened the upright rod B, which serves as a guide for the gravity-pin C, which pin is constructed in such a manner as to have a projecting bar C' integral with the end of the pin, said bar B' having a perforation b, through which passes the upright rod B, serving to guide the pin in its gravity movement. On the upper side of the bar C' is provided a handle D, to which a chain can be attached, running to the top or to the sides of the car for making the uncoupling. To the right side of each draw-head are attached the le-

vers E, with weighted butts, so that when the projecting end is lowered by reason of pressure on it the lever will return to a horizontal position. At the rear ends of the levers are the guard-rods F for limiting the throw of the said lever when they come in contact with the projecting pin F'. At right angles to the lever, midway its length, is the upright extension having at its upper free end an arm G, which serves to hold the coupling-pin C in a raised position to admit the insertion of the link into the draw-head. It will be noticed that the upper end of the gravity-pin, where it comes in contact with the arm G, is beveled, so as to tilt the lever, which returns to its horizontal position as the pin is raised above the said arm. The link used in connection with my invention is beveled, so as to admit of its ready passage into the draw-head.

On the opposite sides of the draw-heads to which the pivoted levers are attached are pins H, against which the slanting surfaces of the levers come in contact, which causes the lever to tilt and the pin to drop, thus effecting the coupling when the bumpers containing the link come in contact.

Having thus described my invention, what I claim to be new, and desire to secure by Letters Patent, is—

1. In an automatic car-coupler of the character described, the combination, with the draw-head, of the pivotal levers secured to one side of each drawhead, having their rear ends weighted and provided with a guard-rod to limit the throw of said levers, so that the same will return to a horizontal position when pressure is removed from their free end.

2. In a car-coupler, the combination of the pivotal levers attached to the sides of the draw-heads, said levers having vertical projecting rods carrying arms, the gravity-pin provided with an integral bar beveled on one end and having a handle with chain connections for raising the same, and the pin H for automatically tilting the levers to effect the coupling, all substantially as shown and described.

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

HENRY BOYD GRANT.

Witnesses:

CLAY STACKER,
A. R. GHOLSON.