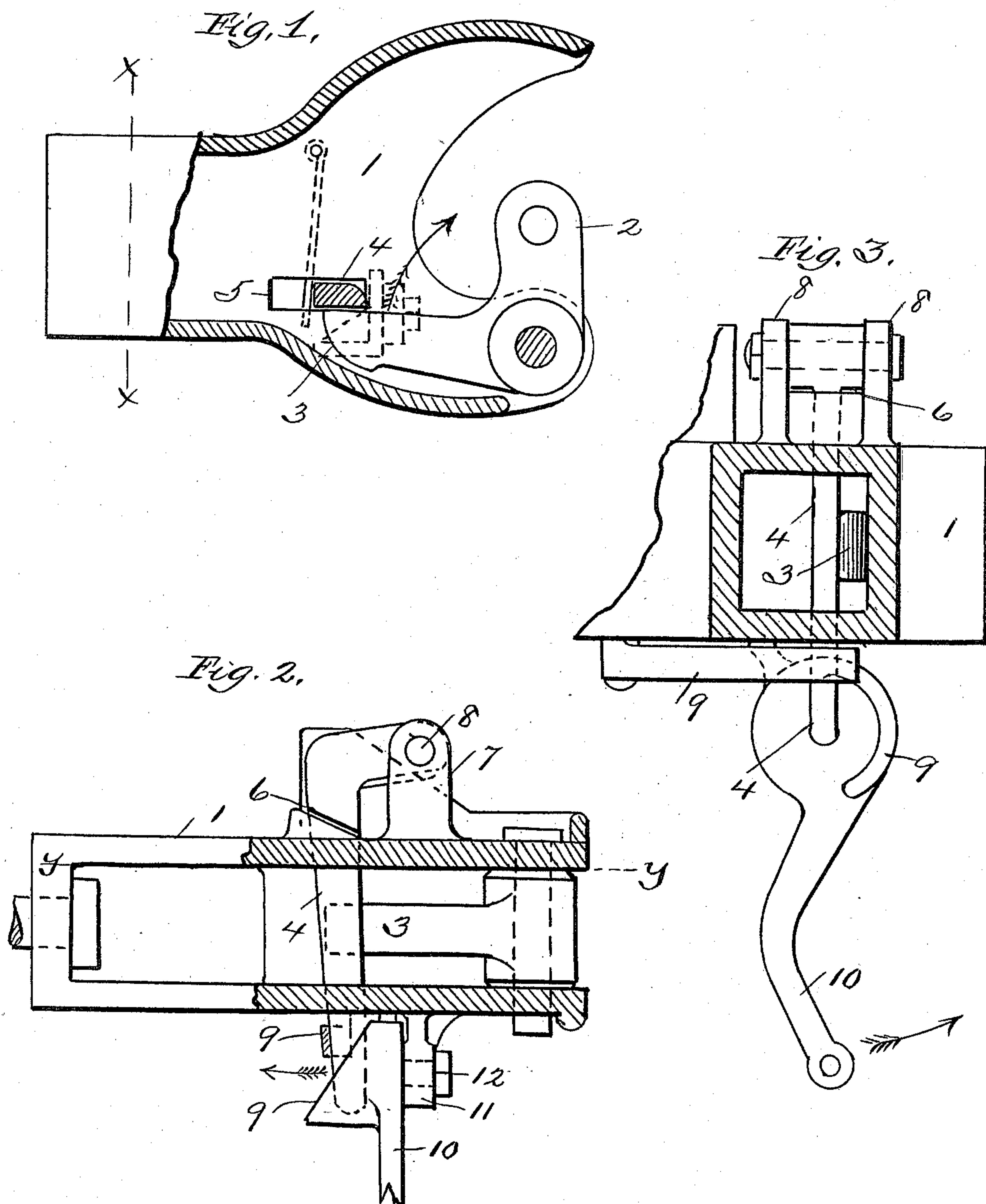


(No Model.)

F. EITH.
CAR COUPLING.

No. 537,919.

Patented Apr. 23, 1895.



Witnesses:
A. E. Harrison. Frank Eith.
J. A. Heron. Rev. O. W. Davis
Att'y.

UNITED STATES PATENT OFFICE.

FRANK EITH, OF ALLEGHENY, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 537,919, dated April 23, 1895.

Application filed August 13, 1894. Serial No. 520,124. (No model.)

To all whom it may concern:

Be it known that I, FRANK EITH, a citizen of the United States, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplers; and I do hereby 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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved car coupling, and it consists in certain details of construction and combination as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a sectional plan view of my improved car coupling, said section taken on the line $y-y$ of Fig. 2. Fig. 2 is a side elevation of the coupler having a portion of the side removed to show the inner working parts. Fig. 3 is a rear sectional elevation taken on the line $x-x$ of Fig. 1.

To put my invention into practice I provide a draw head 1 having a revolving knuckle 2 constructed and arranged in the manner well known in the art. This knuckle 2 consists of an L shaped piece pivoted in a horizontal position and capable of being revolved about its pivotal point. This knuckle is held locked by means of a vertical bar 4 pivoted to a bearing 7 at the top of the coupler, and the said bar formed with an inclined beveled portion 6 to act as a bearing. Attached at the base

of the coupling is a cam 9, which is formed with a lever 10, and adapted to be brought against the lower end of the bar 4, and move the same about its pivotal point for the purpose of releasing the knuckle. This bar 4 is provided with a spring 9 bearing against its lower extremity, which will keep in a position to engage with the knuckle 2.

In operation, the knuckle striking the rounded edge of the bar 4 will cause the same to move back and permit the inner end of the said knuckle to pass behind the same. To uncouple the cars it is only necessary to move the cam lever 10 in the direction indicated by the arrow in Fig. 3 of the drawings, thereby operating the cam 9 to move the bar 4 to the rear.

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

The herein described car coupler, consisting of the draw-head 1, the revolving knuckle 2 arranged therein, the vertically arranged pivoted locking bar 4, having a spring to recover the same, the cam 9 and lever 10 for operating the bar 4, all arranged and combined for service substantially as and for the purpose described.

In testimony that I claim the foregoing I hereunto affix my signature this 3d day of March, A. D. 1894.

FRANK EITH. [L. S.]

In presence of—

ALBERT J. WALKER,
JOS. EITH.