

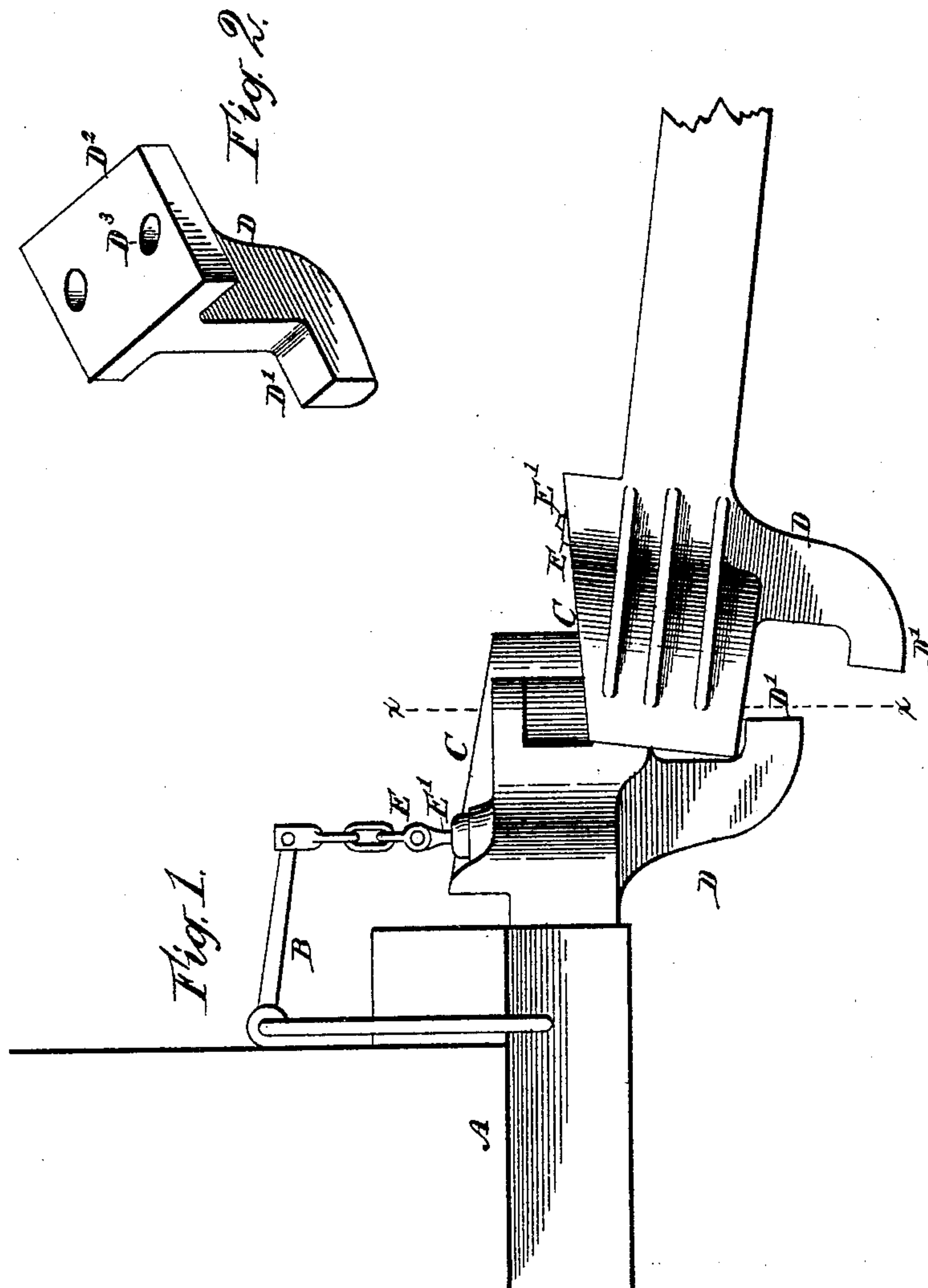
No. 631,067.

Patented Aug. 15, 1899.

A. I. ELLINGSON.  
CAR COUPLING.

(Application filed May 26, 1899.)

(No Model.)



Witnesses.  
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# UNITED STATES PATENT OFFICE.

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## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 631,067, dated August 15, 1899.

Application filed May 26, 1899. Serial No. 718,458. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREW I. ELLINGSON, a citizen of the United States, residing at Austin, in the county of Moore and State of Minnesota, 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 appertains to make and use the same.

The object of this invention is to improve the construction of car-couplings, so as to prevent the derailing of cars by the dropping down of a draw-bar when pulled loose from a car.

The nature of the invention will fully appear from the description and claim following, reference being had to the accompanying drawings, in which—

Figure 1 is a side view of a pair of draw-heads embodying my invention as in position when one of them is torn loose from a car. Fig. 2 is a perspective view of the improvement made in detachable form.

Similar letters of reference indicate corresponding parts.

A common accident incident to railway traffic is the derailing of cars by detached draw-heads. This is particularly true of the Janney type of draw-head, as there is nothing to prevent the jaws of the detached draw-head from slipping down through the jaws of the other draw-head. This invention is designed to prevent accidents of this sort by so constructing the draw-heads that the detached one is caught and held above the track by the other draw-head.

Referring to the drawings, A designates the end of an ordinary freight-car provided with suitable uncoupling mechanism B.

C C denote a pair of draw-heads which in the main are similar to the Janney type of draw-heads in general use. From the bottom of each draw-head extends downwardly a strong hooked horn D, having a forwardly-projecting part D' extending to near the median line between the two draw-heads when

coupled, as indicated by the dotted line *x x*. The space between this hook D' and the draw-head proper is somewhat less than the depth of the engaging parts of the draw-head, so that when the draw-heads are in the position shown the knuckle of the inclined one, which is supposed to represent one torn loose from a car, rests on the hook of the other one, and the knuckles are still engaged. This supports the whole detached draw-head, so that no part of it can reach the track, and it is thus prevented from catching on the rails or ties and throwing off the car or train.

The horn D is best made integral with the body of the draw-head, but may be made a separate part D<sup>2</sup>, as shown in Fig. 2, and fastened to the under side of draw-heads in general use, as by bolts through the holes D<sup>3</sup>.

As a protection against the tearing loose of the uncoupling-lever when the tail-bolt pulls out or the draw-head is otherwise torn loose from a car, the upper end of the locking-pin E may be reduced at E', so that a diagonal pull on the pin will break its head off instead of tearing the uncoupling apparatus from the car.

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

The combination with a draw-head of the Janney type, and uncoupling means, substantially as shown, of a downwardly and forwardly extending horn or hook on the under side of the draw-head, adapted to hold the companion draw-head in locked position from falling on the track, and a locking-pin having a reduced neck adapted to break off when subjected to the diagonal strain incident to the detaching of a draw-head from a car, as described.

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

ANDREW I. ELLINGSON.

Witnesses:

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