

No. 848,454.

PATENTED MAR. 26, 1907.

C. FANCHER.
CAR COUPLING.
APPLICATION FILED AUG. 4, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

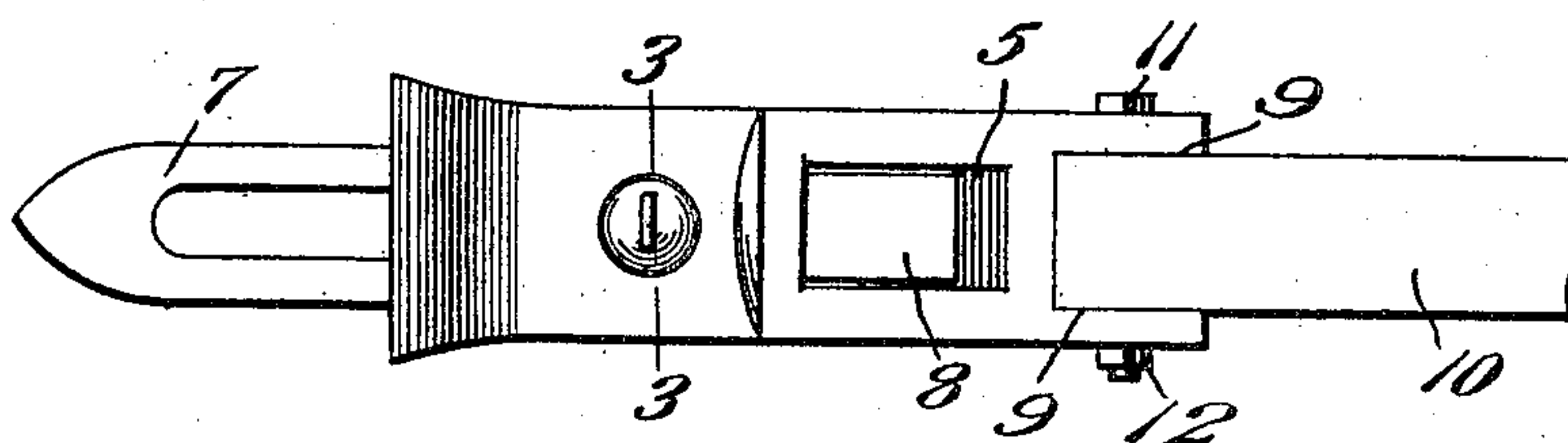


Fig. 2.

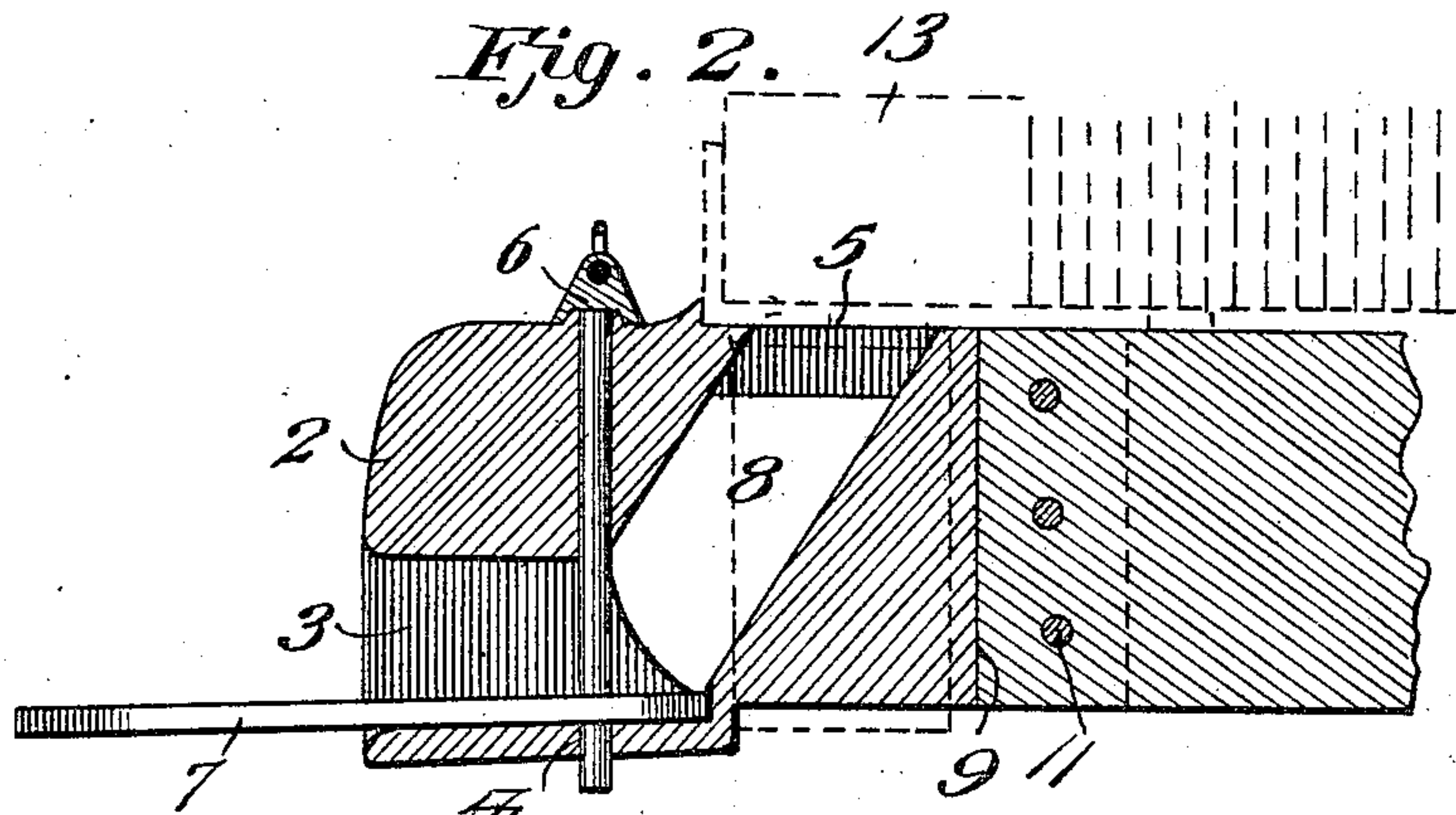
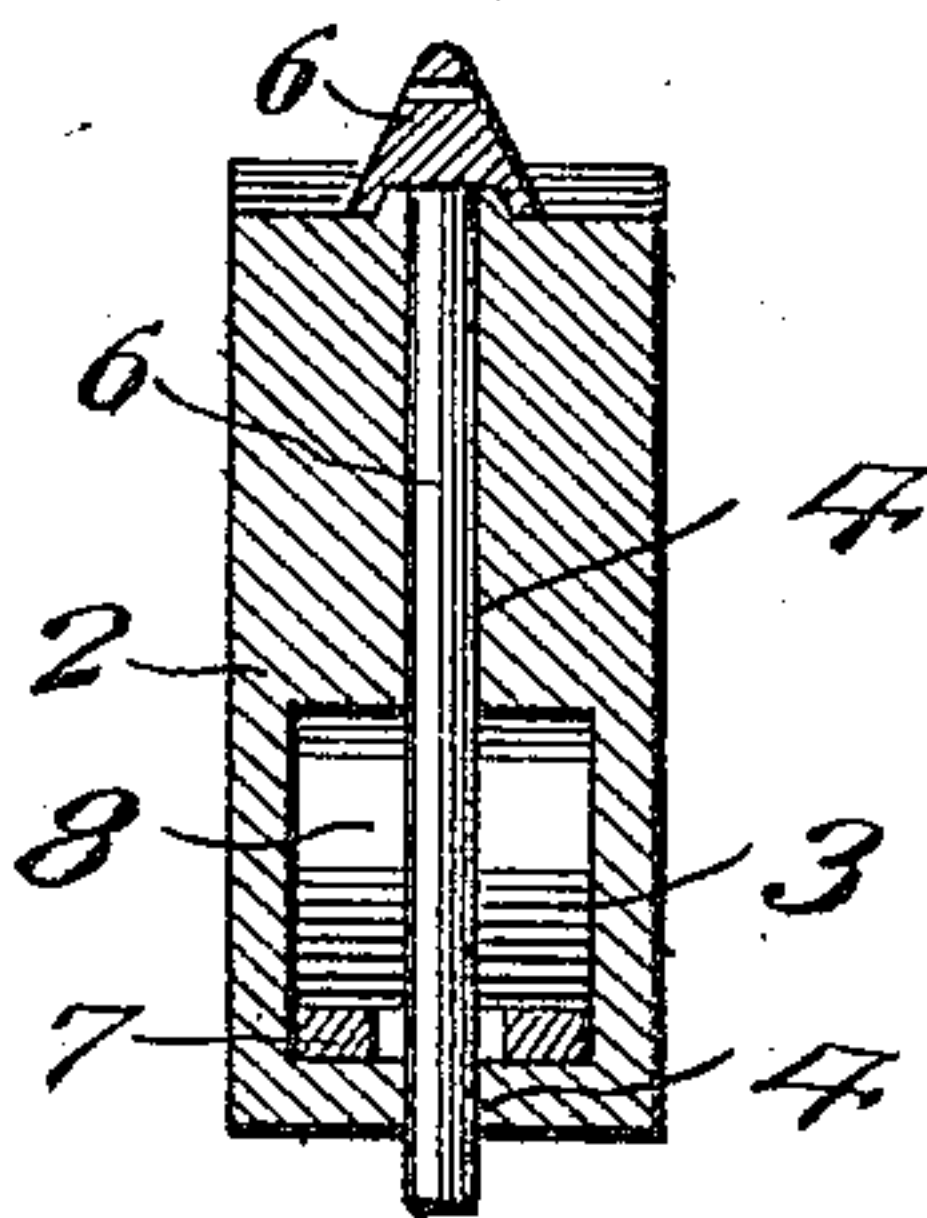


Fig. 3.



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2 SHEETS—SHEET 2.

Fig. 4.

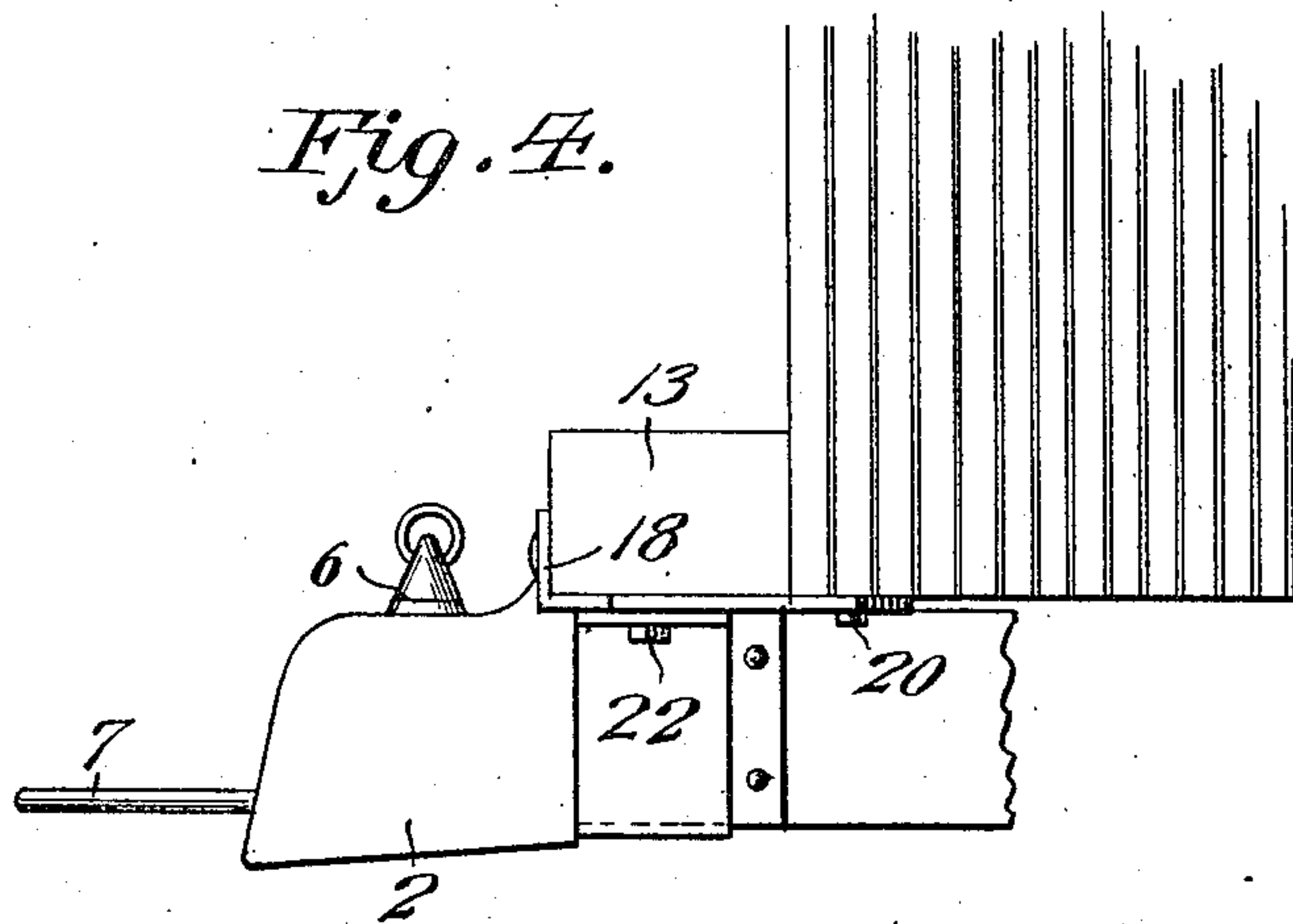
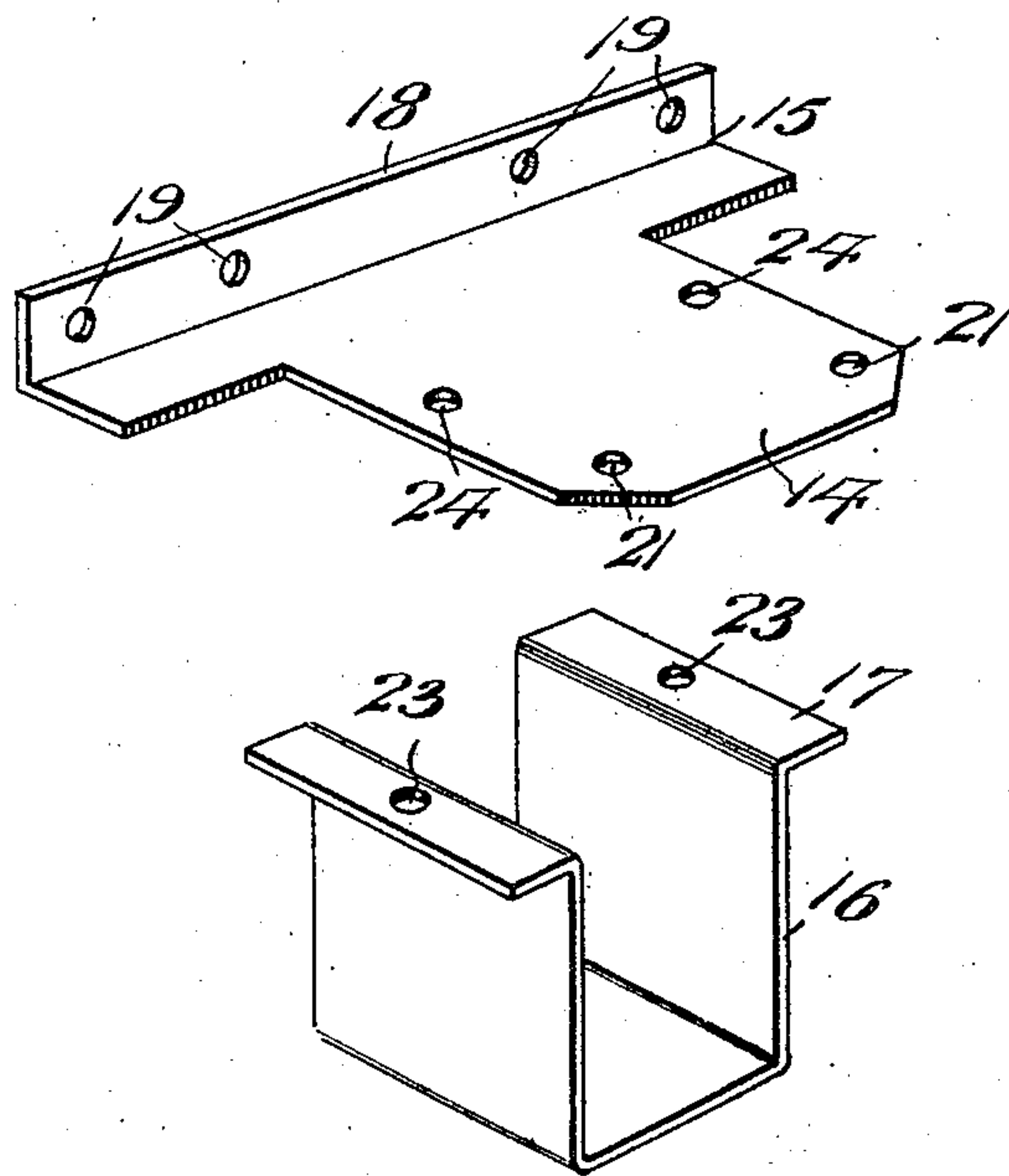


Fig. 5.



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UNITED STATES PATENT OFFICE.

CHRISTOPHER FANCHER, OF McCOOL, MISSISSIPPI, ASSIGNOR OF ONE-FOURTH TO NOAH H. FANCHER AND ONE-FOURTH TO DIONYSUS LANDRUM, OF McCOOL, MISSISSIPPI.

CAR-COUPLING.

No. 848,454.

Specification of Letters Patent.

Patented March 26, 1907.

Application filed August 4, 1906. Serial No. 329,183.

To all whom it may concern:

Be it known that I, CHRISTOPHER FANCHER, a citizen of the United States, residing at McCool, in the county of Attala and State of Mississippi, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

My invention relates to car-couplings; and its primary object is to provide a novel and highly useful device of this character which is simple and durable, which may be secured to any car, and which may be manufactured and sold at a comparatively low cost.

A further object of my invention is to provide a novel and highly useful means for rigidly securing the coupling in applied position.

With the above and other objects in view the invention consists in the construction, combination, and arrangement of parts hereinafter fully described, claimed, and illustrated in the accompanying drawings, wherein—

Figure 1 is a top plan of a coupling constructed in accordance with my invention. Fig. 2 is a vertical central section there-through. Fig. 3 is a vertical transverse section on the line 3 3 of Fig. 1. Fig. 4 is a side elevation of the coupling in applied position, and Fig. 5 is a perspective of the bracket for rigidly securing the coupling in applied position.

Referring to the drawings by reference-numerals, 2 designates a draw-head, which is provided with a throat 3, vertically-extending pin-holes 4, and a guideway 5. The guideway 5 is arranged in rear of the pin-holes and inclines upwardly and rearwardly from the rear of the throat 3, said guideway opening out through the upper side of the draw-head. A pin 6 is mounted within the hole 4 and extends across the throat 3 and through a link 7. A combined pin-and-link supporting member 8 is slidably mounted within the guideway 5 and has its lower end projecting into the rear of the throat 3. When the pin 6 is withdrawn, the member 8 moves downward and positions its lower end in the path of the movement of the pin, whereby to support the lower end thereof above the throat 3. When one end of the link 7 is inserted into the throat 3, it engages the lower end of the member 8 and moves the same upward, thus permitting the pin 6

to drop into engagement with the link. When the link is in this position, its rear end is engaged by the member 8 and is thereby supported to permit its other end to be inserted into the throat of the draw-head of another car. The member 8 is shorter than the guideway 5 to permit it to be moved upward without projecting its upper end out of the guideway. The rear end of the draw-head 2 is provided with a recess 9 for the reception of one end of the draw-bar 10, said draw-head being secured in applied position by bolts 11 and nuts 12. When the draw-head is secured in position, the entrance to the guideway is positioned below the sill 13, which prevents the entrance of dust into the guideway, thereby insuring the free movement of the member 8.

In order to prevent the draw-head from having any movement upon the draw-bar 6, a bracket, such as is illustrated in Fig. 5 of the drawings, is used. The bracket comprises a plate 14, which is provided with an enlarged and angular head 15, and a yoke 16, which is provided with horizontally-disposed flanges 17. The plate 14 is applied to the under side of the sill 13 in a manner to position its head 15 in engagement with the lower outer corner thereof, and it is secured in applied position by bolts 18, passing through openings 19 in the vertical portions of the head 15 and engaging the draw-head 3, and by bolts 20, passing through openings 21 in the plate 14 and engaging the under side of the car. The yoke 16 embraces the rear end of the draw-head 2 and is secured in applied position by bolts 22 passing through openings 23 in the flanges 24 of the plate 14.

From the foregoing description, taken in connection with the accompanying drawings, the construction and mode of operation of the invention should be understood without a further extended description.

Changes in the form, proportions, and minor details of construction may be made within the scope of the invention without departing from the spirit or sacrificing any of the advantages thereof.

Having fully described and illustrated my invention, what I claim is—

1. In a car-coupling, the combination with a draw-head, of a plate secured to the sill of the car and provided with an angle-head en-

gaging one corner of said sill, a yoke embracing the draw-head and provided with flanges, and means passing through the flanges and engaging the plate to secure the yoke in applied position.

5 2. In a car-coupler, the combination with the sill of a car, of a draw-head provided with a guideway and secured upon the car to position the entrance to the guideway below the
10 sill.

3. In a car-coupler, the combination with

a draw-head provided with a guideway, of means adapted to secure the draw-head in applied position, said means including a plate which is positioned to close the entrance to the guideway in the draw-head. 15

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

CHRISTOPHER FANCHER.

Witnesses:

J. A. MEEK,

J. A. VEAL.