

S. H. LASSWELL.
Car-Coupling.

No. 216,420.

Patented June 10, 1879.

Fig. 1.

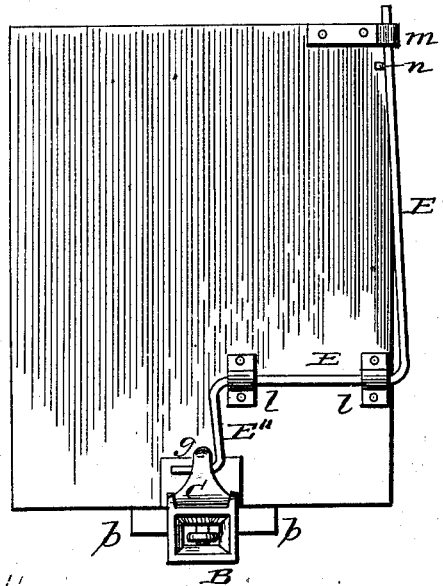


Fig. 2.

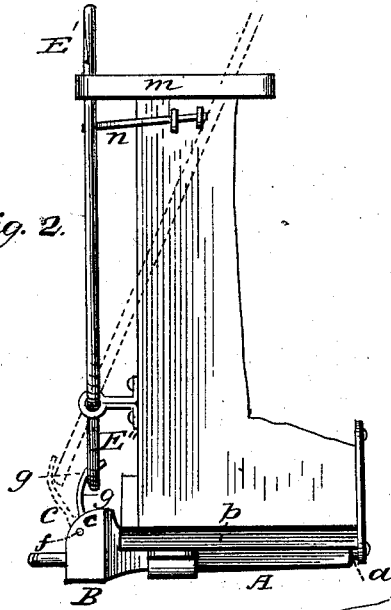


Fig. 3.

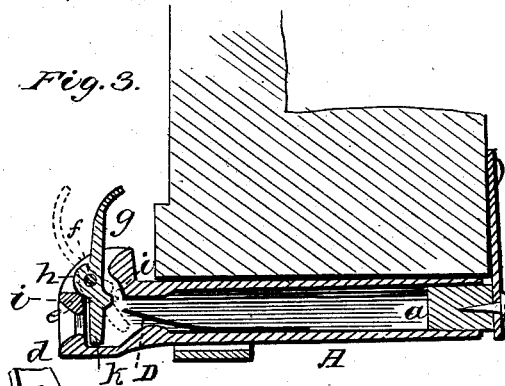
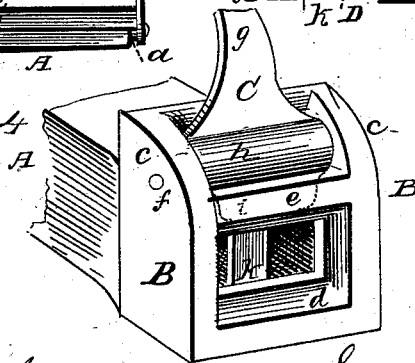


Fig. 4.



Witnesses
Fred G. Dieterick
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Samuel H. Lasswell.
by Louis Bagger & Co.
his attorneys.

UNITED STATES PATENT OFFICE.

SAMUEL H. LASSWELL, OF WESTON, MISSOURI.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **216,420**, dated June 10, 1879; application filed April 16, 1879.

To all whom it may concern:

Be it known that I, SAMUEL HUDNALL LASSWELL, of Weston, in the county of Platte and State of Missouri, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a front view of a box-car provided with my improved coupling. Fig. 2 is a side elevation of the front end of the same. Fig. 3 is a longitudinal section of the draw-head, and Fig. 4 is an enlarged perspective view of the mouth or opening of the draw-head.

Similar letters of reference indicate corresponding parts in all the figures.

This invention relates to automatic car-couplings; and consists in the detailed construction and combination of parts hereinafter described, and particularly pointed out in the claim.

In the drawings, A is the tubular draw-bar, which works against a buffer-spring, *a*, between two guides, *b b*, which prevent or control lateral play. The front end of the draw-bar, constituting the draw-head B, projects up above the body of the bar, and is beveled off in front, as shown at *c c*, forming two parallel flanges united at the bottom by the lower part, *d*, of the draw-head, and also united at the point where the rounded parts *c c* begin by a cross-bar, *e*. The upper part of the draw-head, between the side flanges, *c c*, is open, for the insertion of the coupling-tongue C, which is pivoted upon a pin, *f*, between flanges *c c*, just back of the cross-piece *e*.

The coupling-tongue C consists of four parts—viz., an upward-projecting curved toe, *g*, a sleeve, *h*, through which the pivot-pin or bolt *f*

is inserted, a flat web, *i*, which impinges upon the cross-piece *e*, and the downward-projecting catch or tongue *k*, the lower end of which impinges upon the raised or shouldered lower part, *d*, of the coupling-head.

Inside of the head B is arranged a spring, D, with its free front end projecting forward so as to bear against tongue *k*, when this is tilted upward and backward by the insertion of the link.

E is a bent lever, having its fulcrum in bearings *l l* in the front of the car, and operated from the roof of this by its handle E', which is inserted through a keeper, *m*, and may be kept in any given position by the catch or lock spring *n*.

The lower end of lever E forms a shoe, E'', which works back of the toe *g* of the coupling-tongue C, so that when the lever-handle E' is thrown back, throwing the shoe E'' forward, this will engage with the curved toe *g*, and, tilting it forward, tilt tongue *k* back, which admits of the withdrawal of the link in uncoupling the cars.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

In a car-coupling, the draw-head B, divided by the cross-bar *e* into an upper open and a lower closed chamber, and provided with a transverse pivot-bolt, *f*, set back of and above the cross-bar *e*, the pivoted tongue C, having an upper curved toe, *g*, flat web *i*, and catch or tongue *k*, spring D, and bent lever E' E'', all constructed and combined to operate as and for the purpose set forth.

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

SAMUEL HUDNALL LASSWELL.

Witnesses:

JOHN G. NEWHOUSE,
FRANK HAAS.