

(No Model.)

N. SOLCER.
CAR COUPLING.

No. 344,290.

Patented June 22, 1886.

Fig. 1.

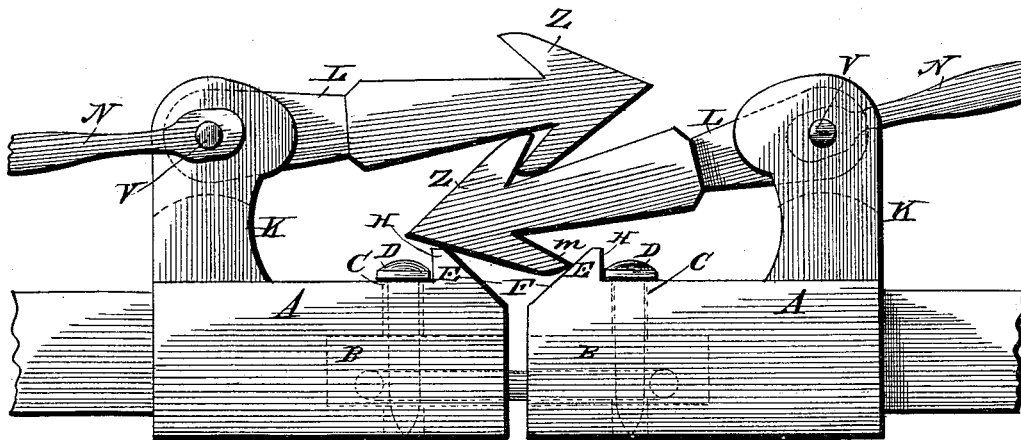


Fig. 2.

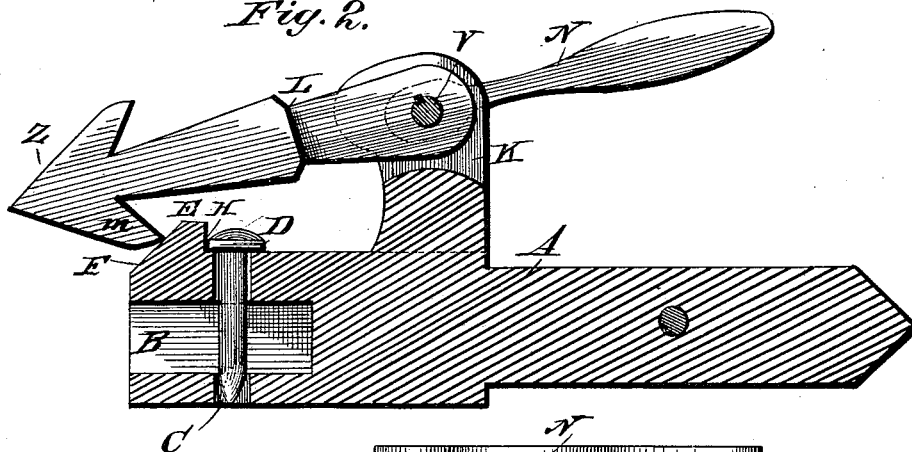
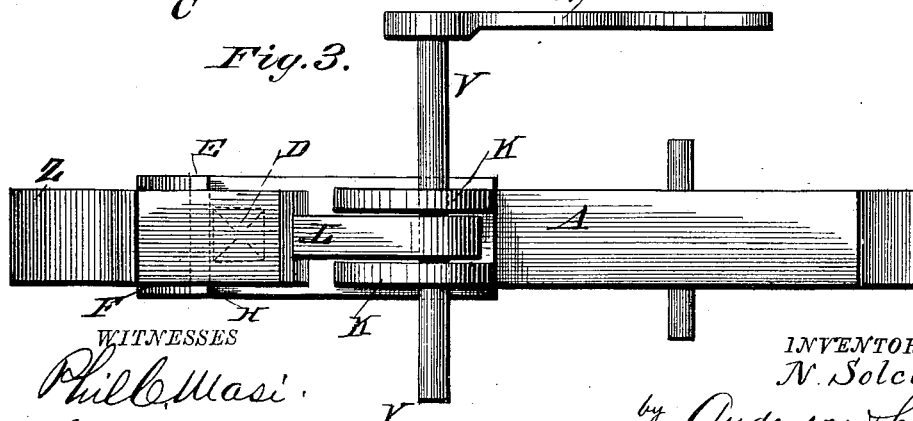


Fig. 3.



WITNESSES
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NEWTON SOLCER, OF BROOKVILLE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 344,290, dated June 22, 1886.

Application filed March 27, 1885. Renewed April 22, 1886. Serial No. 199,873. (No model.)

To all whom it may concern:

Be it known that I, NEWTON SOLCER, a citizen of the United States, residing at Brookville, in the county of Ogle and State of Illinois, 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view of the coupling. Fig. 2 is a section. Fig. 3 is a top view.

This invention has relation to means for coupling cars; and it consists in the construction and novel arrangement of devices, all as hereinafter set forth, and pointed out in the appended claims.

In the accompanying drawings, the letter A indicates the draw-heads, each of which is provided with a bell mouth and cavity, B, in its front portion, to receive an ordinary coupling-link. Perforations C are also provided for the ordinary coupling-pin, D. At the front of the draw-head is formed a rise, E, having a beveled face, F, and a rear shoulder, H, the latter being in front of the pin-bearing C, and serving to protect the pin.

In rear of the front portion the draw-head is provided on top with a stud or post, K, forked to receive the end of the shank L of the dart-shaped coupling-tongue Z, said shank being pivoted in the fork by its shaft V, which extends laterally, and is provided on its end with the handle N, whereby the coupling-tongue can be raised without entering between the cars.

From its pivot-bearing the coupling-tongue is inclined somewhat downward, its lower barb, *m*, resting on the inclined face of the front rise of the draw-head. When the draw-heads approach each other and the coupling tongues strike, there is considerable concussion, and the effect is borne by the beveled face F to a great extent, relieving the pivot-bearing of the shank in rear.

This is a self-coupling device adapted to cars of different heights. It can be used with the link and coupling-pins, as hereinbefore stated, and can be operated in connection with the common link-and-pin couplings now in use.

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

1. The draw-head having in front the beveled rise E, and in rear the forked bearing K, the dart-shaped coupling-tongue pivoted in said bearing and resting by its lower barb on the bevel-face of the rise, and the shaft V, having a lateral handle, substantially as specified.

2. The bell-mouth draw-head having link-and-pin bearings, a beveled rise in front of the pin-bearing and a forked bearing in rear, the dart-shaped coupling-tongue inclined downward and forward and resting on the bevel-face of said rise, and the shaft whereby said tongue is pivoted to said bearing, substantially as specified.

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

NEWTON SOLCER.

Witnesses:

JAMES B. SHIRK,
HYATT H. PORTER.