

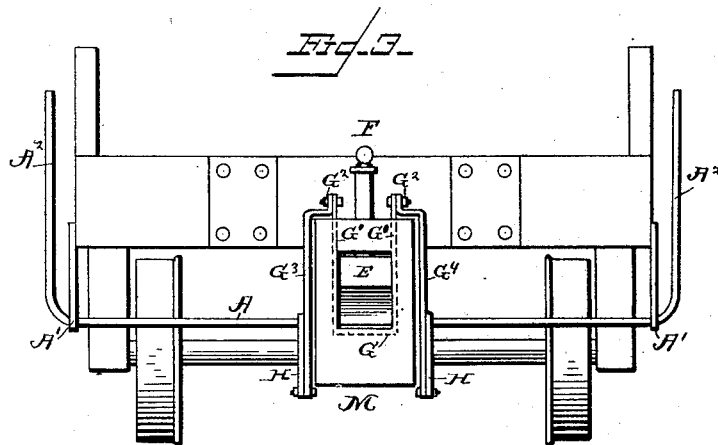
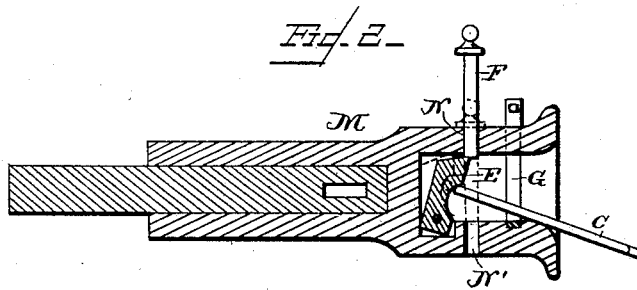
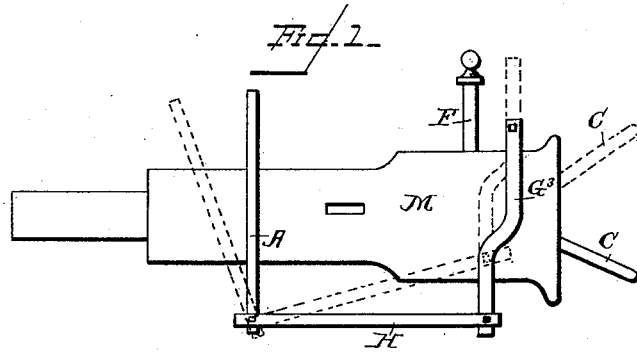
(No Model.)

A. LA RUE.

CAR COUPLING.

No. 345,977.

Patented July 20, 1886.



WITNESSES
D. Fugitt.
P. C. Masi

INVENTOR
A. La Rue,
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UNITED STATES PATENT OFFICE.

ABROM LA RUE, OF DANVILLE, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 345,977, dated July 20, 1886.

Application filed May 15, 1886. Serial No. 202,316. (No model.)

To all whom it may concern:

Be it known that I, ABROM LA RUE, a citizen of the United States, residing at Danville, in the county of Montour and State of Pennsylvania, 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 representation of my invention, and is a side view of the same, illustrating in dotted lines the operation of raising the link to enter the draw-head of the car to be coupled. Fig. 2 is a vertical section of the same, illustrating in dotted lines the operation of the trip E. Fig. 3 is an end view showing my invention attached to a car.

My invention relates to car-couplings; and it consists in the construction and novel combination of parts, as hereinafter described, and pointed out in the claim.

Referring by letter to the accompanying drawings, M designates the draw-head of the car-coupling, which is provided in its upper and lower walls with the aligned pin-holes N N', which permit the introduction of the coupling pin F to the draw-head when the pivoted trip E is operated for this purpose, the coupling-pin F being previously rested upon the

trip E when the latter is in the elevated position.

G designates a yoke inside of the throat of the draw-head, the vertical arms of said yoke projecting upwardly through slots G' G' in the upper wall of the draw-head, where they are connected by pivot-bolts G² to the upper ends of the angle-arms G³ G⁴, which are bent, as shown in Fig. 1, and are pivoted at their lower ends to the longitudinal bars H H, which extend rearwardly below the draw head and are rigidly connected to the double-crank shaft A, working in bearings A' A', secured to the sides of the car-body and depending below the same. This double-crank shaft has an arm, A², at each end, by which the trip E may be operated from either side of the car to raise the link C, so that the attendant need not enter between the cars in operating the coupling.

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

The combination, with the draw-head provided with the pivoted trip, of the internal yoke connected to the upper ends of the bent outside arms, and the horizontal arms connecting the bent arms with the crank-shaft, substantially as specified.

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

ABROM LA RUE.

Witnesses:

PHILIP H. LENHART,
JOHN T. CROSSLEY.