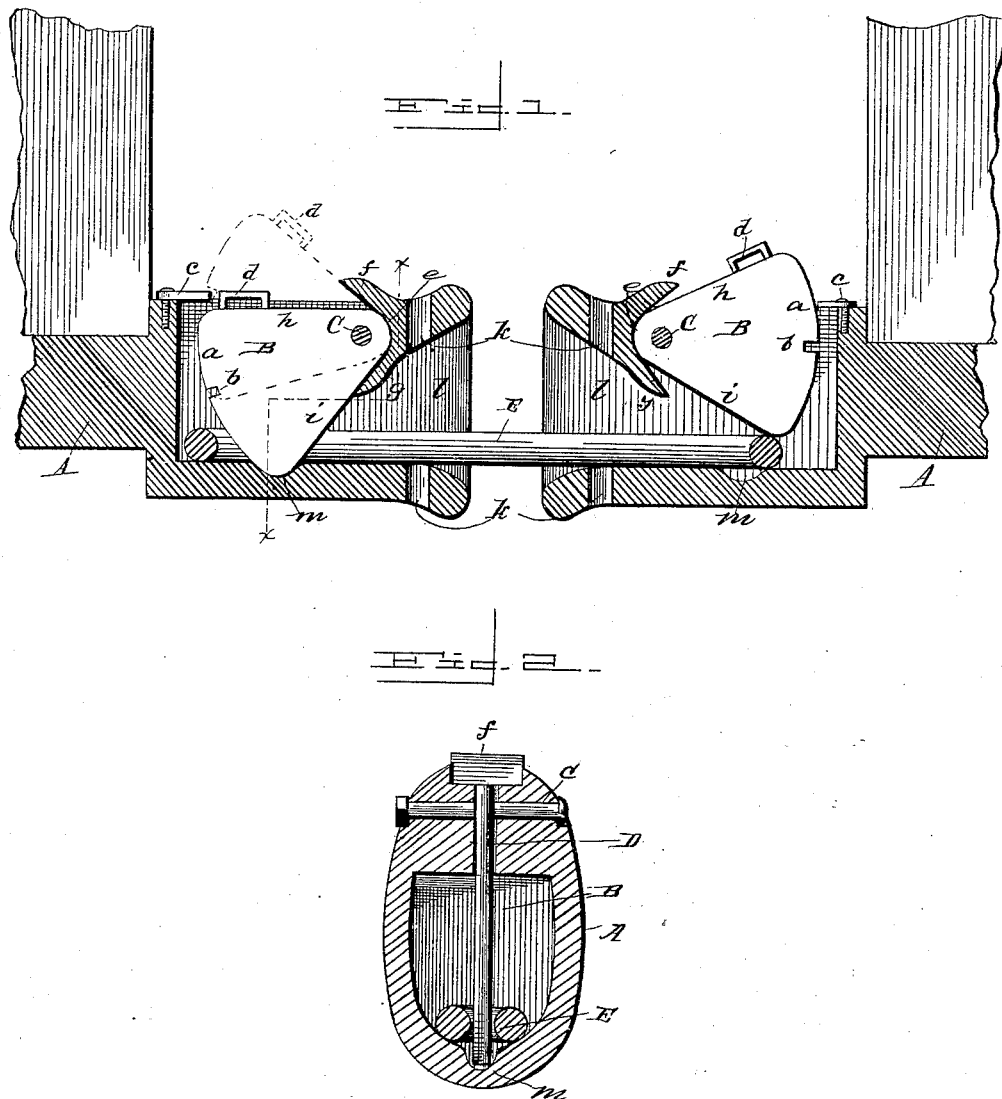


(No Model.)

H. A. SNYDER.
CAR COUPLING.

No. 418,425.

Patented Dec. 31, 1889.



WITNESSES

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UNITED STATES PATENT OFFICE.

HARVEY A. SNYDER, OF CHICAGO, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 418,425, dated December 31, 1889.

Application filed June 5, 1889. Serial No. 313,138. (No model.)

To all whom it may concern:

Be it known that I, HARVEY A. SNYDER, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Car-Couplings; 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.

My invention relates to car-couplings, and has for its object the construction of a cheap, durable, and reliable coupling designed especially for use on freight-cars.

The invention will be hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, which form part of this specification, Figure 1 represents a vertical longitudinal section; and Fig. 2, a transverse section on the line *xx*, Fig. 1.

Reference being had to the drawings and the letters thereon, A indicates the draw-bars, having their heads provided with a vertically-swinging pin or latch B, supported upon a transverse shaft C and operating in a slot D, formed in the head. The swinging pin or latch is made of a plate of metal having its rear end *a* curved and rounded transversely to cause it to ride freely upon the inner surface of the link E when being disengaged therefrom, and in said end *a* is formed one or more notches *b*, in which latch *c* on the top of the draw-bar head is inserted to hold the swinging pin up out of engagement with the link when it is not desired to have the cars couple, as when shunting upon side tracks or in freight-yards.

To the upper side of the swinging pin B is attached a handle *d* for raising the pin. The draw-head is provided with a seat *e*, having

angular extensions *fg*, which correspond with the edges *hi* of the swinging pin and limit its movement in the slot D, thus preventing the lower corner from becoming battered by falling heavily upon the draw-head, and also preventing the pin from being thrown out of the slot by violent concussions when the cars are brought together with great force.

In the front end of the draw-head is formed an aperture *k* to receive an ordinary coupling-pin for engagement with a link, and in the bottom of the chamber *l* is a depression or seat *m*, in which the swinging pin B rests when engaged with a link.

Having thus fully described my invention, what I claim is—

1. In a car-coupling, a chambered head having a vertical longitudinal slot in the upper side thereof, and a swinging pin or latch secured in said slot and provided with angular edges and a notch in its front end, in combination with a movable support for the swinging pin secured to the draw-head and constructed to engage with said notch, substantially as described.

2. In a car-coupling, a chambered head having a vertical slot, and a seat at its upper front end provided with angular extensions, in combination with a swinging pin or hook having angular edges and a notch in its front end, and a support for the hook constructed to engage with said notch, substantially as described.

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

HARVEY A. SNYDER.

Witnesses:

FRANK L. WEAN,
A. G. ROBINSON.