J. C. McCOLLUM.
Car-Coupling.

No. 213,055. Patented Mar. 11, 1879.

Fig. 1.

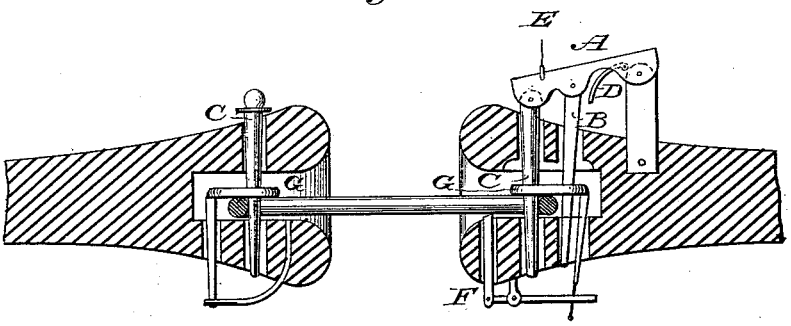


Fig. 2.

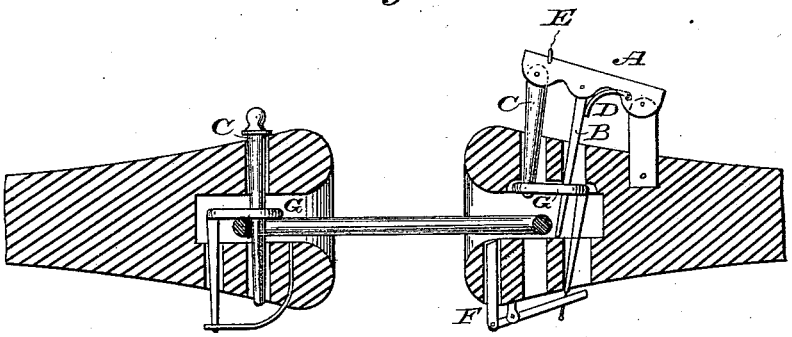
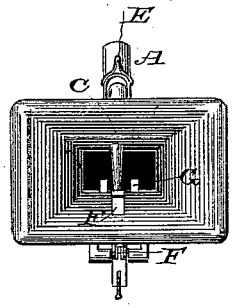


Fig. 3.



Witnesses:

J. M. Stump

James H. Blanchard

Inventor:

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UNITED STATES PATENT OFFICE.

JAMES C. McCOLLUM, OF WILMINGTON, CALIFORNIA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **213,055**, dated March 11, 1879; application filed February 7, 1878.

To all whom it may concern:

Be it known that I, JAMES C. McCOLLUM, of Wilmington, in the county of Los Angeles and State of California, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification:

The invention relates to automatic car-couplings, and it is designed to save brakemen from the great risk usually existing in making up trains. By this device they can both couple and uncouple without going between the cars.

The object of my invention is to furnish a coupling which, with its connections, will work automatically after the draw-head is open to receive the link held in place by the opposite draw-head.

In the drawings, Figure 1 is a longitudinal vertical section of two draw-heads, with devices which embody my invention, showing them coupled together. Fig. 2 is a similar view, showing pin elevated and supported by the trigger ready to couple with the incoming link held in the opposite draw-head. Fig. 3 is a front view.

The draw-head is provided with a bell-mouth in the usual form, also with pin-hole opening and openings for the trigger, clasp, and link-holder.

A is a lever, pivoted at one end in a lug or standard on the draw-head, and having pivoted at its other end the coupling-pin C. B is a trigger, pivoted in the middle of lever A, and of such length that when drawn up to rest on the bottom of the draw-head it will support the pin in an elevated position. G is a clasp, which is drawn up by a notch on the trigger B. This clasp is prolonged through the opening below, and connects with a lever pivoted on the under side of the draw-head, which operates a bolt, F, so that when the clasp is drawn up, F is flush with the surface of the mouth, and the mouth of the draw-head is open to receive the incoming link; but when the clasp G is down, F projects sufficiently to prevent the link from swaying so far on either side as to miss the mouth of the draw-head in the act of coupling.

The object of the clasp G is to hold the link in a horizontal position, thus taking the place of the hand of the brakeman. The same thing is done by spring-pressure on the opposing draw-head, Fig. 2, should it be desirable to use that form of clasp.

E is a cord, intended to connect with the wheel of brake-rod on the top of the car, and on either side of the car, so that uncoupling can be done without going between the cars or coming down from the deck. D is a spring to hold the trigger B securely in place while waiting the incoming link. When thus open no harm can come to any of the parts, and the coupling will result without failure, and without risk to life or person.

When a coupling is desired, the link must be placed under the clasp in the moving car, and the clasp drawn up in the other car, and thus prepared the coupling will result successfully.

What I claim is—

The clasp G, for holding the link in place and horizontal, so that it will enter the approaching or quiet draw-head without the aid of the hand, with its attachments for holding the clasp up when the draw-head is to receive the link, substantially as set forth and described.

JAMES C. McCOLLUM.

Witnesses:

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