

H.R. HOWE.
—Improved—
CAR COUPLING.

116595

PATENTED JUL 4 1871

Fig. 1

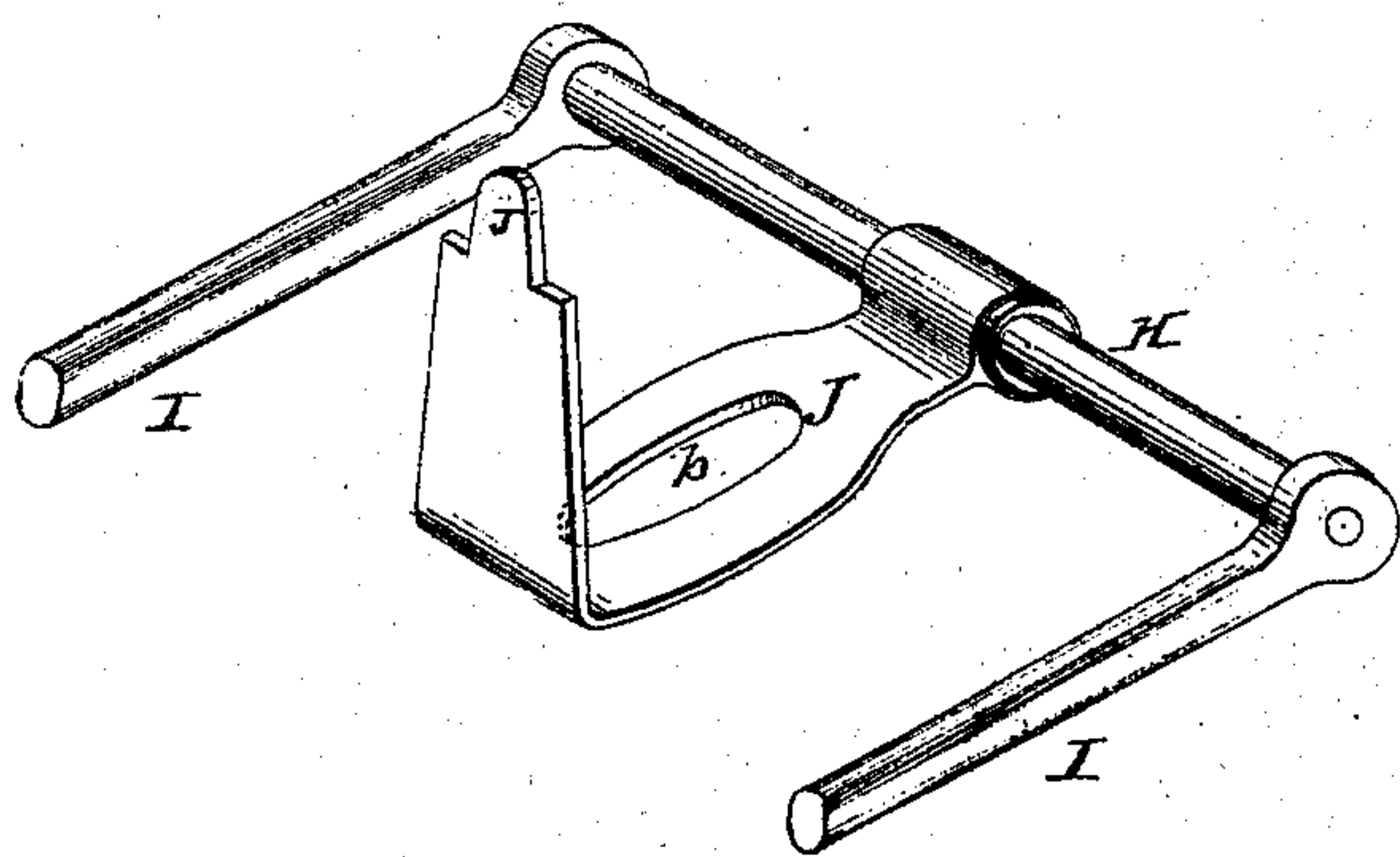
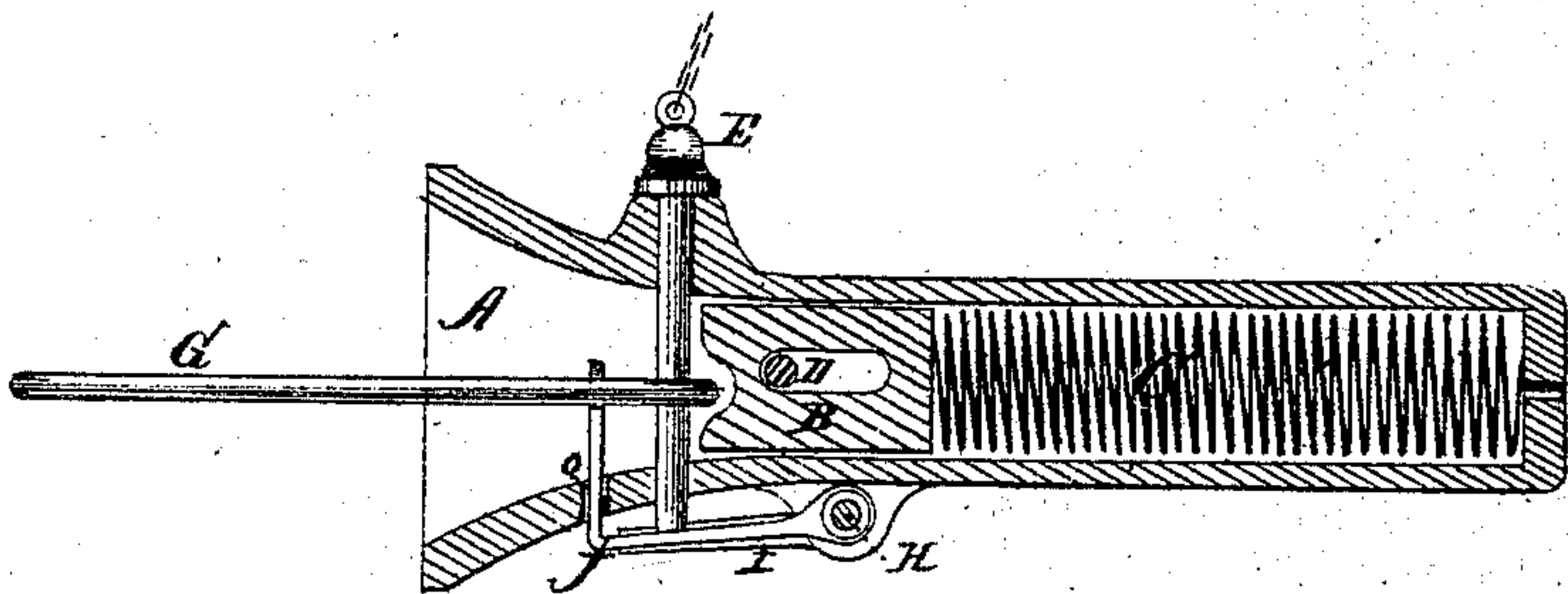


Fig. 2.



Witnesses

Charles W. Smith
Samuel Harper

Inventor

Henry R. Howe

UNITED STATES PATENT OFFICE.

HENRY R. HOWE, OF HARTWICK, NEW YORK.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 116,595, dated July 4, 1871.

To all whom it may concern:

Be it known that I, HENRY R. HOWE, of the town of Hartwick, in the county of Otsego and State of New York, have invented an Improvement in Car-Couplings, of which the following is a specification:

The nature and object of my invention consist in the construction of a suitable lever and tongue, and combining them with the buffers of cars, for the purpose of raising and guiding the connecting-link without going between the said cars when coupling them together, and thereby prevent accidents to the employes on railroads.

Figure 1 is a view of the lever and tongue. Fig. 2 is a longitudinal section through the center of the buffer, showing the internal arrangements of the lever and tongue, and also of the sliding block, as specified in my former patents.

Same letters refer to same parts in each figure of the drawing.

A is the buffer, which is made hollow, with flaring mouth to receive the connecting-link. B is a sliding block inside the buffer. C is a spiral or coiled spring inside the buffer, which operates the sliding block B, or a rubber spring may be used instead, if desired. D is a pin which passes through the slot *a* of block B, to prevent said block from being pushed out too far by the spring when the coupling-pin is withdrawn. E is the coupling-pin, which passes through the connecting-link of the cars. G is the connecting-link. H is the lever, constructed of any suitable material—but I should prefer iron as the best—and said lever may be in any suitable way attached to the buffer or platform of the cars. I I are handles on the ends of lever H, by which said lever is operated. J is a tongue on the center of the

lever H, and *b* is a slot or opening in the said tongue which permits it to be raised without coming in contact with the coupling-pin. The end of said tongue is rounded or pointed in such a manner that it will fetch and hold the link in the center when said link is raised by said tongue to couple the cars. *o* is an opening in the under side of the buffer for the tongue to operate through; but the tongue may be constructed and arranged to operate close to the mouth of the buffer, which might be desirable in some cases, especially when attaching it to old cars, the buffers of which had not been constructed purposely for it.

To use my invention, raise the pin sufficiently high to permit the block B to come under the end of the said pin E on the car which does not have the link in it, and, taking hold of either handle of the lever on the opposite car, raise and guide the link into the mouth of the buffer, and when said link strikes on the end of block B, it forces it back and permits the pin E to drop through the link and couple the car. Or, if this invention is used on buffers not having the sliding block, the link can be guided by the lever and the pin put in with the hand, and thus prevent jamming the hand, which frequently occurs when the link is guided by the hand.

What I claim as my invention, and desire to secure by Letters Patent, is—

The construction of lever H and tongue J, combined with buffer A, block B, pin E, and link G, arranged as described and set forth, for the purpose specified.

Witnesses: HENRY R. HOWE.

CHARLES N. SMITH,
SAMUEL HARPER.