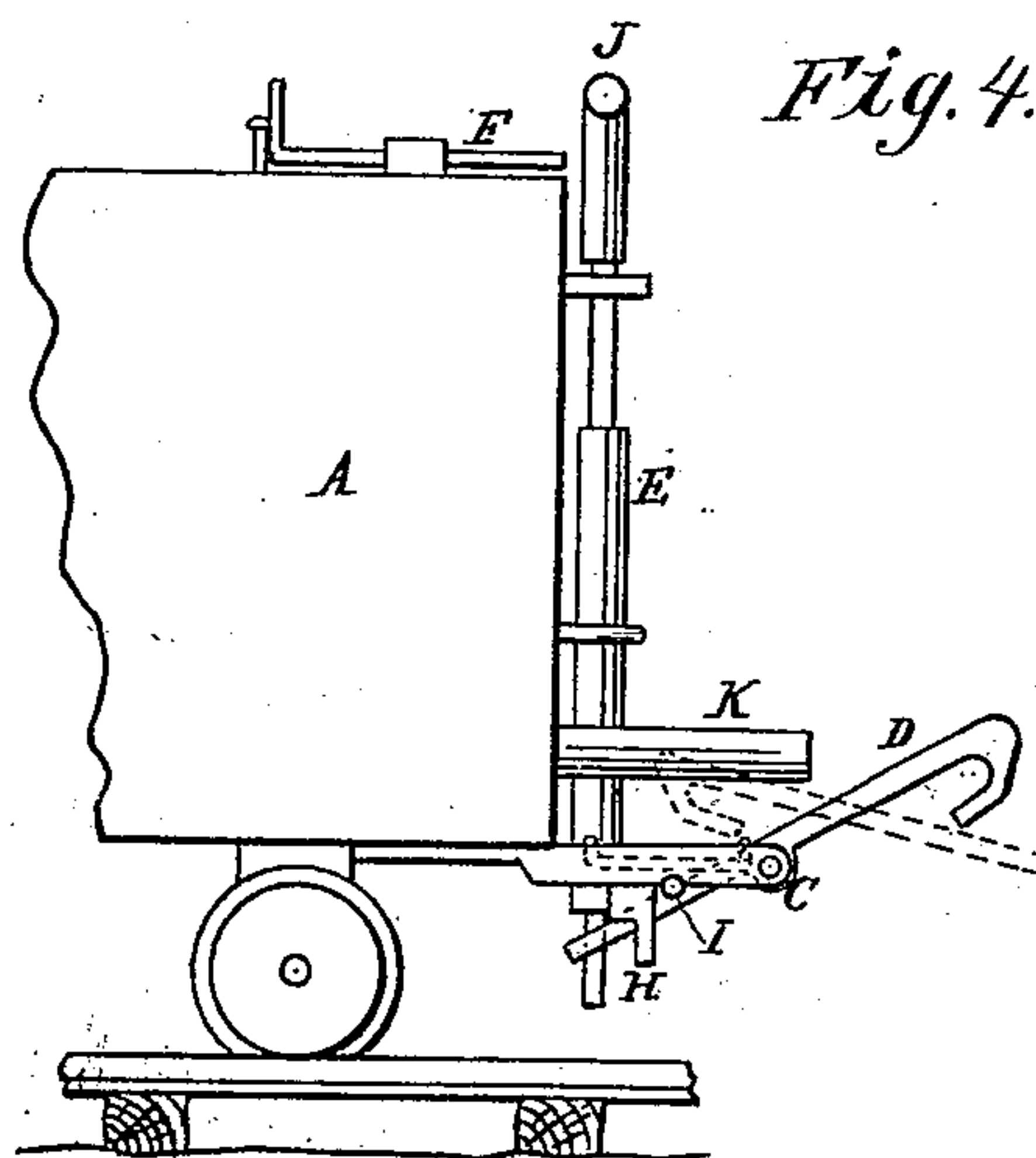
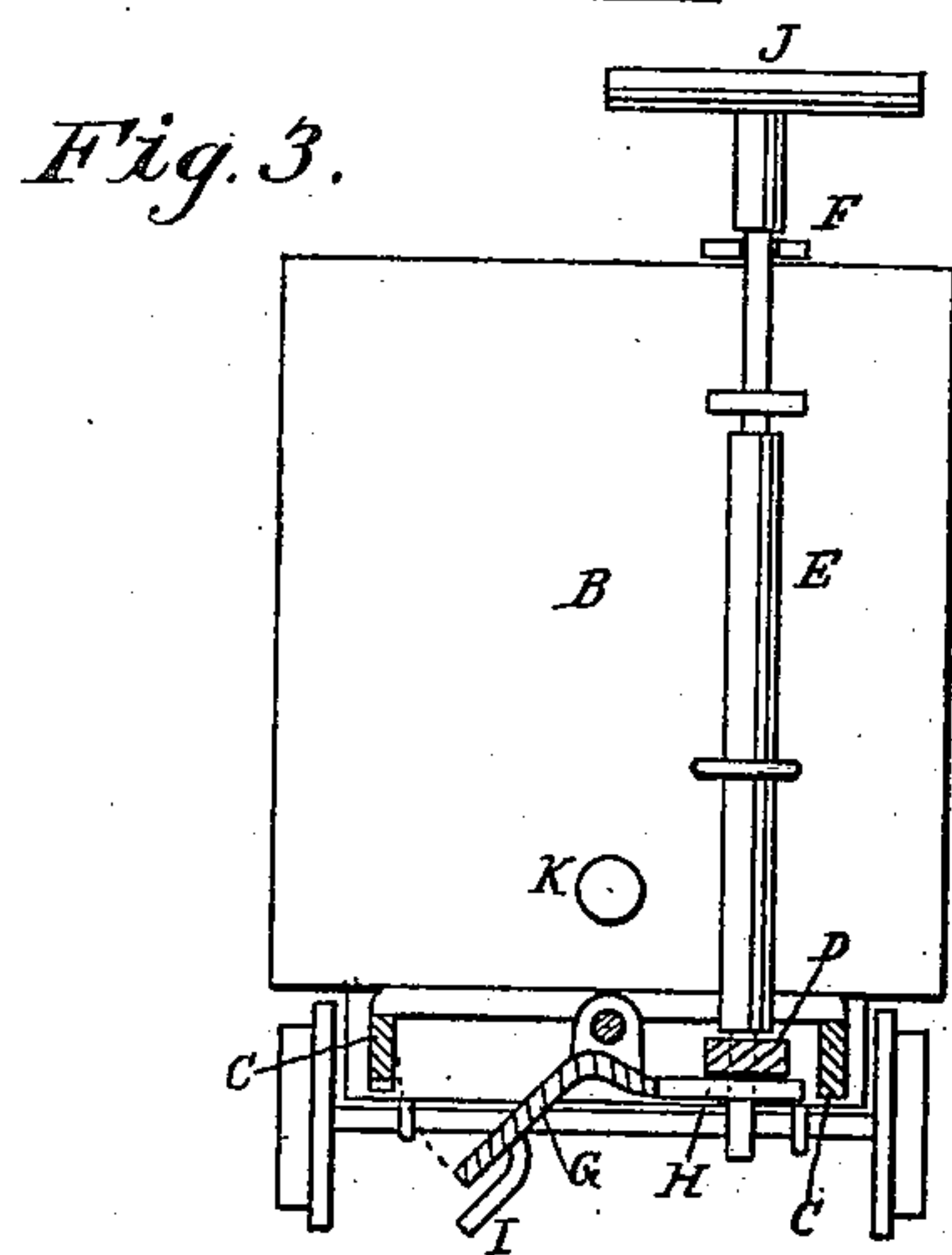
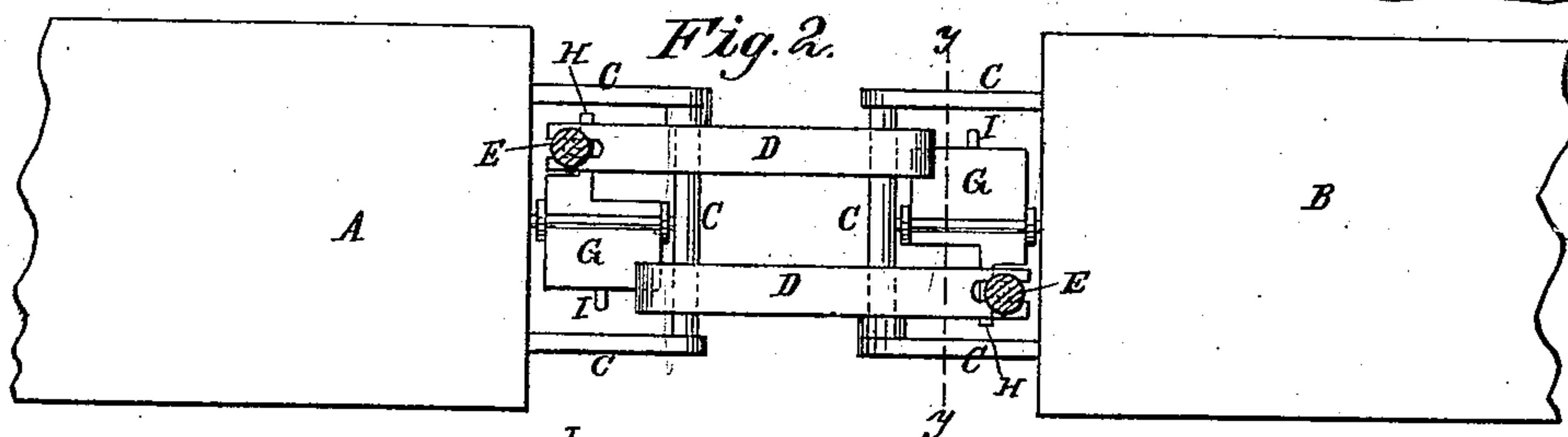
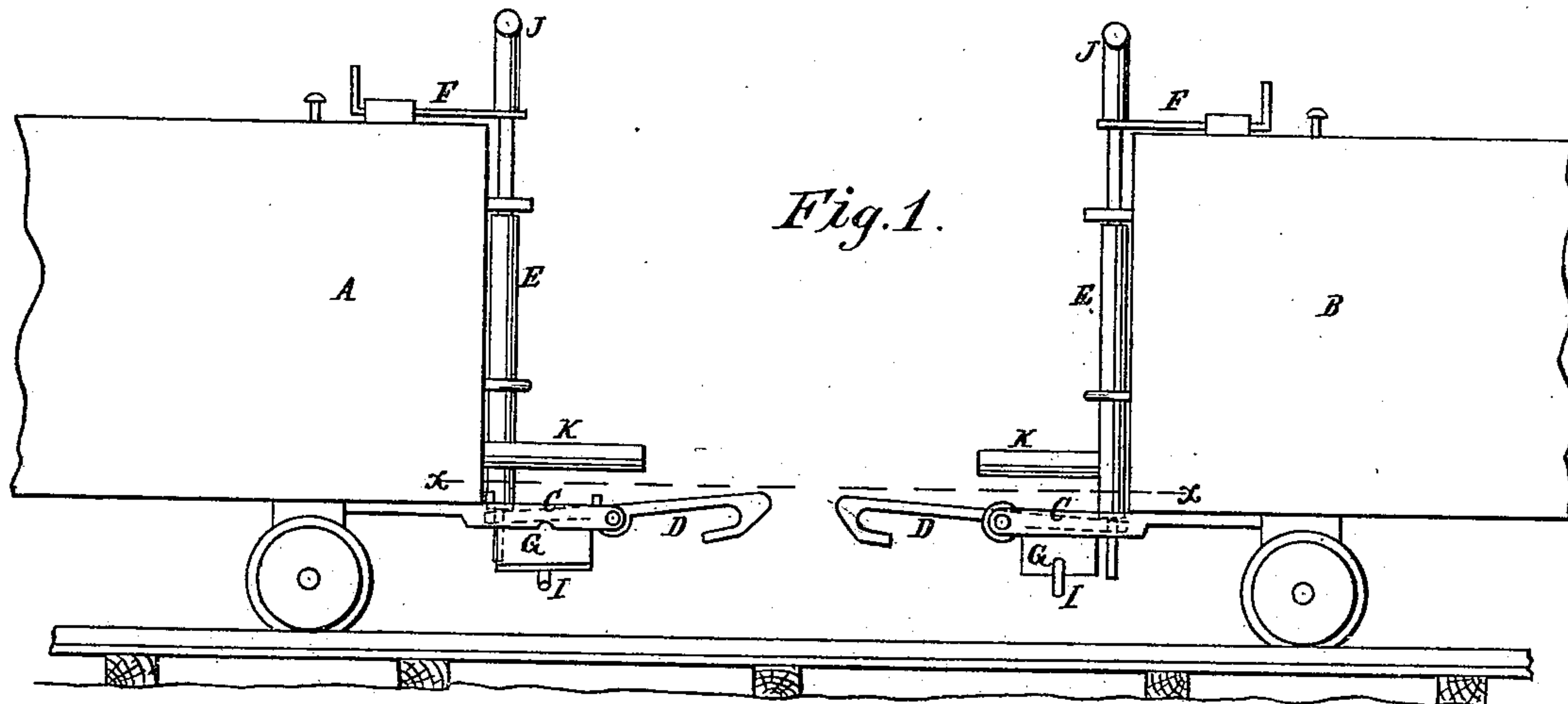


J. F. STANLEY.  
Car-Coupling.

No. 228,411.

Patented June 1, 1880.



WITNESSES:

Henry N. Miller  
C. Sedgwick

INVENTOR:

J. F. Stanley  
BY  
Munn & Co  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

JOHN F. STANLEY, OF CHAPLIN, KENTUCKY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 228,411, dated June 1, 1880.

Application filed February 5, 1880.

*To all whom it may concern:*

Be it known that I, JOHN F. STANLEY, of Chaplin, in the county of Nelson and State of Kentucky, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

Figure 1 is a side elevation of the improvement ready for coupling. Fig. 2 is a sectional plan view taken through the line *x x*, Fig. 1, shown as coupled. Fig. 3 is a sectional elevation taken through the line *y y*, Fig. 2. Fig. 4 is a side elevation of a part of the coupling ready for uncoupling.

The object of this invention is to furnish car-couplings so constructed that they will couple automatically when the cars are run together, can be easily uncoupled, and will not be liable to become uncoupled accidentally.

Similar letters of reference indicate corresponding parts.

A and B represent two cars, to each end of which is attached a frame, C. The frame C should be so connected to the car as to have a lateral play, and should be provided with springs to hold it in a central position under ordinary circumstances, but which will yield to allow the coupling-hooks D to draw squarely upon a straight track and in passing around curves.

To the front bar of each frame C, near one end, is pivoted a hook, D, the forward end of which is inclined or beveled, so as to rise, pass over, and hook upon the cross-bar of the frame C of an adjacent car. The rear end of the hook D projects, and is slotted to receive the tenon formed upon the lower end of the rod E, the shoulder of which rests upon the upper side of the said slotted end, so that the weight of the rod E may hold the forward end of the hook raised to allow the cars to be drawn apart. The rod E slides up and down in keepers attached to the forward end of the car. The rod E, at a little distance from its upper end, is squared to enter the slotted end of the slide F, which slides upon the top of the car, and is designed to support the rod E when raised.

To the middle part of the frame C is pivoted a plate, G, which has an arm, H, formed upon its inner end, to pass beneath the inner end of the hook D. The plate G has a lug, I, formed upon its outer edge, to strike the side bar of the frame C and prevent the outer edge of the said plate G from rising above the said frame C.

The upper end of the rod E has a cross-head, J, or other handle attached to it for convenience in raising the said rod. The rod E may have a lever or levers connected with it, so that it may be raised from the side of the car.

To the ends of the cars are attached bumpers K, to receive the jar when the cars are run together.

When the cars are to be coupled the rods E are raised and secured by the slides F, leaving the hooks D in a horizontal position, so that their forward ends, when the cars are run together, may strike against the front bars of the frames C, rise, pass over the said front bars, and hook upon them.

When the cars are to be uncoupled the slides F are drawn back, leaving the weight of the rods E resting upon the inner ends of the hooks D and the arms H of the plates G, so that when the cars are run together the weight of the rods E will raise the forward ends of the hooks D and allow the cars to be drawn apart.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

The hook D and plate G, pivoted in frame C, the former provided with an open end slot at the rear end of its short arm, and the latter with an arm, H, in combination with the vertically-sliding rod E, having tenon and shoulder at the lower end, to operate as and for the purpose specified.

JOHN FLETCHER STANLEY.

Witnesses:

E. M. DAVIS,  
W. S. SINCLAIR.