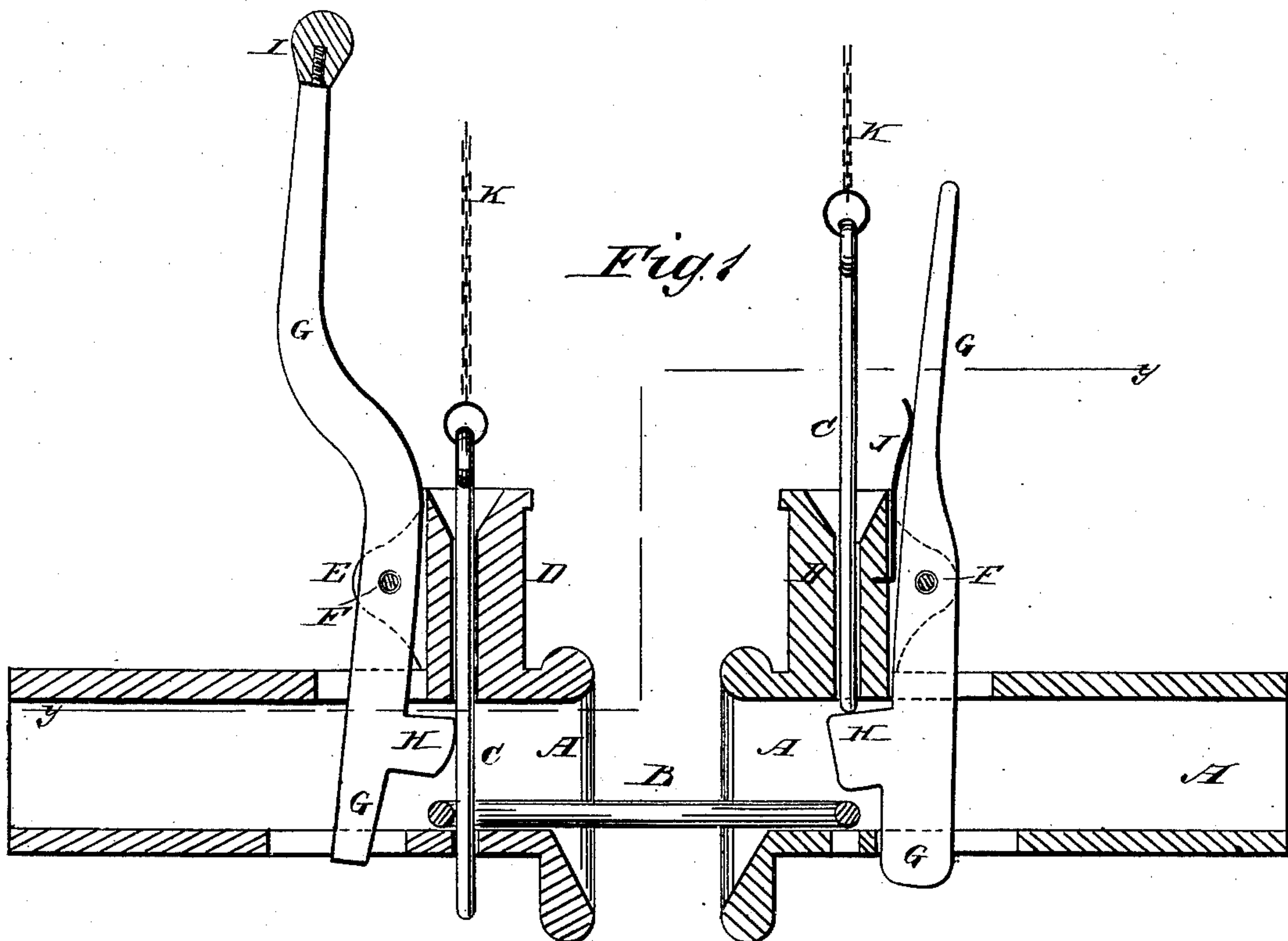


(No Model.)

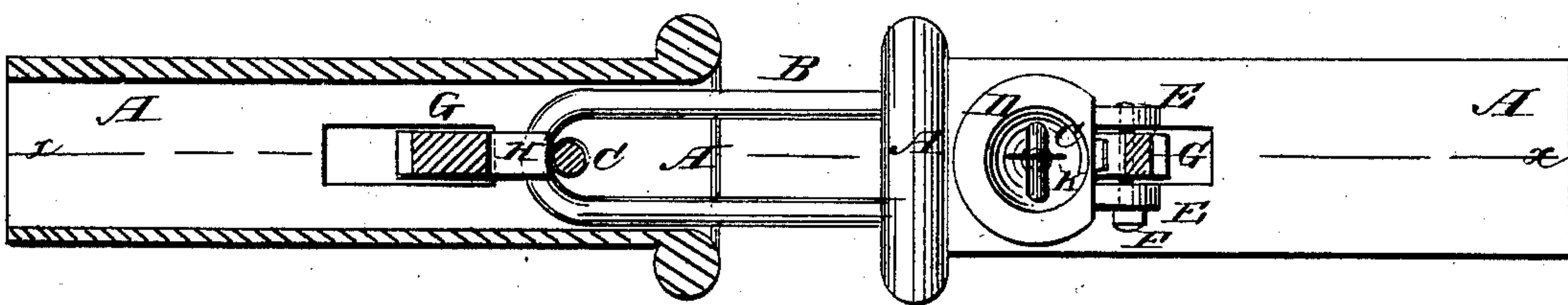
A. T. BLEYLEY.  
Car Coupling.

No. 231,988.

Patented Sept. 7, 1880.



*Fig. 2.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

ALBERT T. BLEYLEY, OF CONCEPTION, MISSOURI.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 231,988, dated September 7, 1880.

Application filed July 1, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, ALBERT T. BLEYLEY, of Conception, Nodaway county, Missouri, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

Figure 1 is a sectional side elevation of the improvement, taken through the line *x x*, Fig. 2; and Fig. 2 is a plan view, partly in section, through the line *y y*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish car-couplings so constructed that cars of the same height or different heights will couple themselves when run together, and which can be uncoupled from the tops of the cars.

A represents the draw-head, which is designed to be secured to the car in the ordinary manner.

The lower side of the mouth of each draw-head A is inclined, as shown in Fig. 1, to guide the link B of an approaching car into the cavity of the said draw-head and bring the said link into position to receive the coupling-pin C.

Upon the upper side of each draw-head A, directly over the pin-hole, is formed, or to it is attached, an upright cylinder, D, which is perforated longitudinally to receive the coupling-pin C, and is made of such a length as to support the coupling-pin C in an upright position when raised out of the cavity of the draw-head A.

Upon the rear side of the cylinder D are formed two parallel flanges or lugs, E, to and between which is pivoted, by a bolt, F, the middle part of a lever, G.

The lower part of the lever G passes down through short longitudinal slots in the draw-head A, a little in the rear of the pin-hole, and upon its forward side, within the cavity of the said draw-head, is formed a projection, H, the upper side or shoulder of which serves as a foot or rest for the lower end of the coupling-pin C to rest upon when raised out of the cavity of the draw-head A, as shown in the right-hand part of Fig. 1.

With this construction, as the cars are run together the end of the coupling-link B of the

advancing car, as it enters the cavity of the draw-head A, strikes and pushes back the lower part of the lever G, allowing the pin C to drop through the coupling-link B, coupling the cars automatically.

The lower side or shoulder of the projection H is at such a distance above the bottom of the cavity of the draw-head A as to receive the end of the link B beneath it to support the said link in position to enter the draw-head of an adjacent car when the cars are run together.

The upper part of the lever G is bent rearward and upward, and to its upper end is attached a weight, I, of sufficient gravity to hold the lower end of the said lever G pressed forward; or the same thing may be accomplished in substantially the same way by attaching a spring, J, to the rear side of the cylinder D, to press against the forward side of the upper part of the lever G, and thus hold the lower end of the said lever forward.

To the upper end of the coupling-pin C is attached the lower end of a chain, K, the upper end of which is designed to be attached to the top of a car, so that the brakeman upon the top of the car can withdraw the pin C to uncouple the cars.

The chain K also enables the brakeman to insert the coupling-pin C in the cylinder D from the top of the car. To allow this to be conveniently done the upper end of the cavity of the cylinder D is flared or made funnel-shaped, as shown in the drawings.

In case there is no brakeman upon the top of the car, a man upon the ground can insert the pin C in the cylinder D of the car, and then step away, so that the cars will couple themselves as they come together, and the danger of crushing the man between the cars will be avoided.

The lower part of lever G, that extends through the short slot in the bottom of draw-head, prevents the link from being pushed back too far, while the stud or projection H overhangs and prevents it from rising.

I am aware that a lever provided with a stud to hold up the coupling-pin and allow of automatic coupling has been heretofore employed; but



What I claim as new and of my invention is—

A lever, G, having the projection H, for holding up the pin and holding down the link, 5 and having the arm on one side of its fulcrum passing down through a short slot in the bottom of draw-head A, and the arm on

the other side of its fulcrum supported against a cylinder, D, as and for the purpose specified.

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Witnesses:

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