

(No Model.)

L. C. SLONECKER.
Car Coupling.

No. 234,082.

Fig. Patented Nov. 2, 1880.

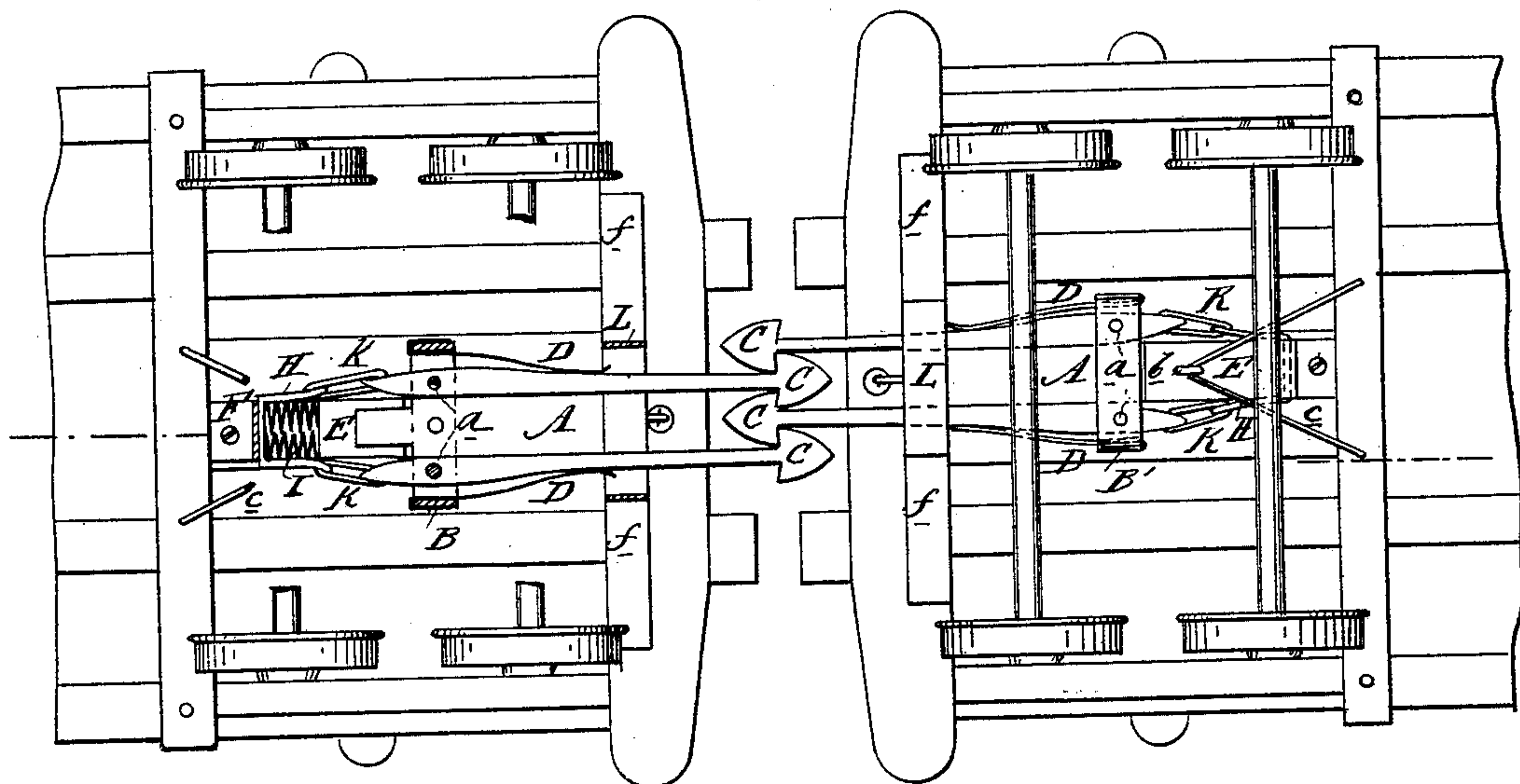


Fig. 1

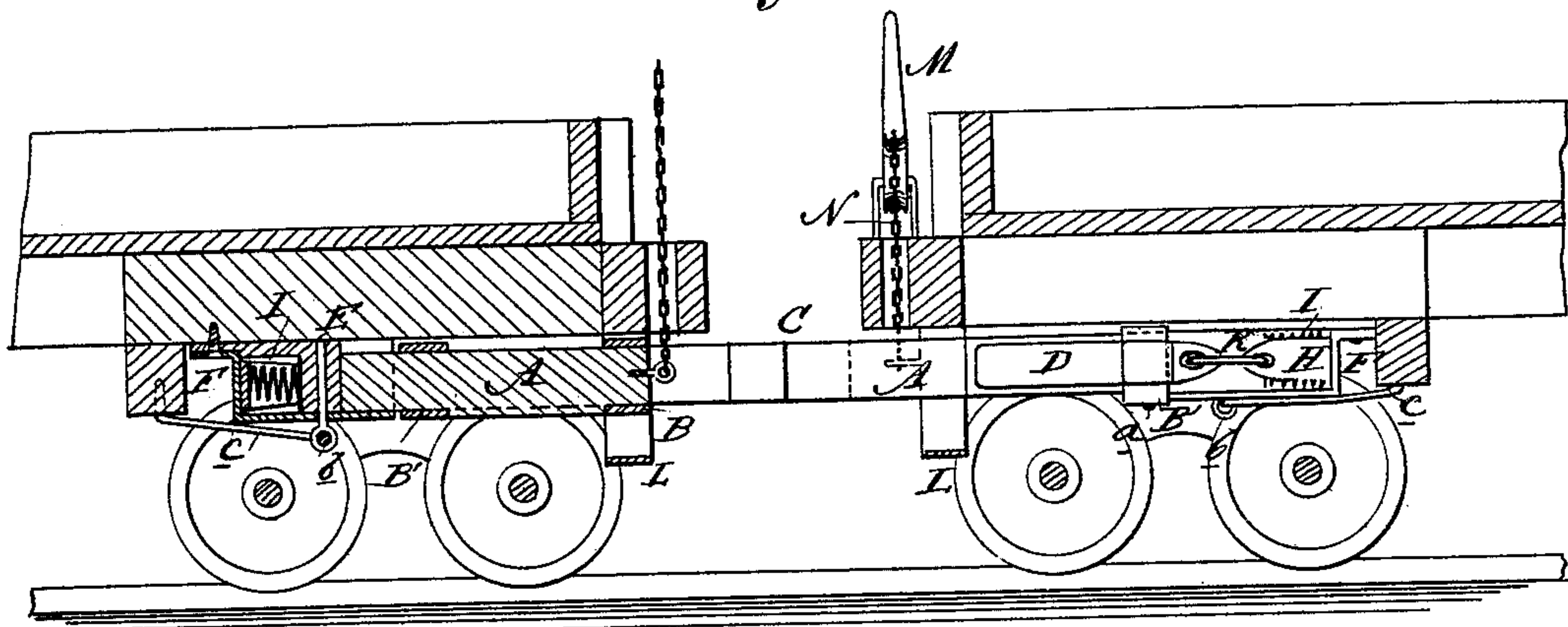
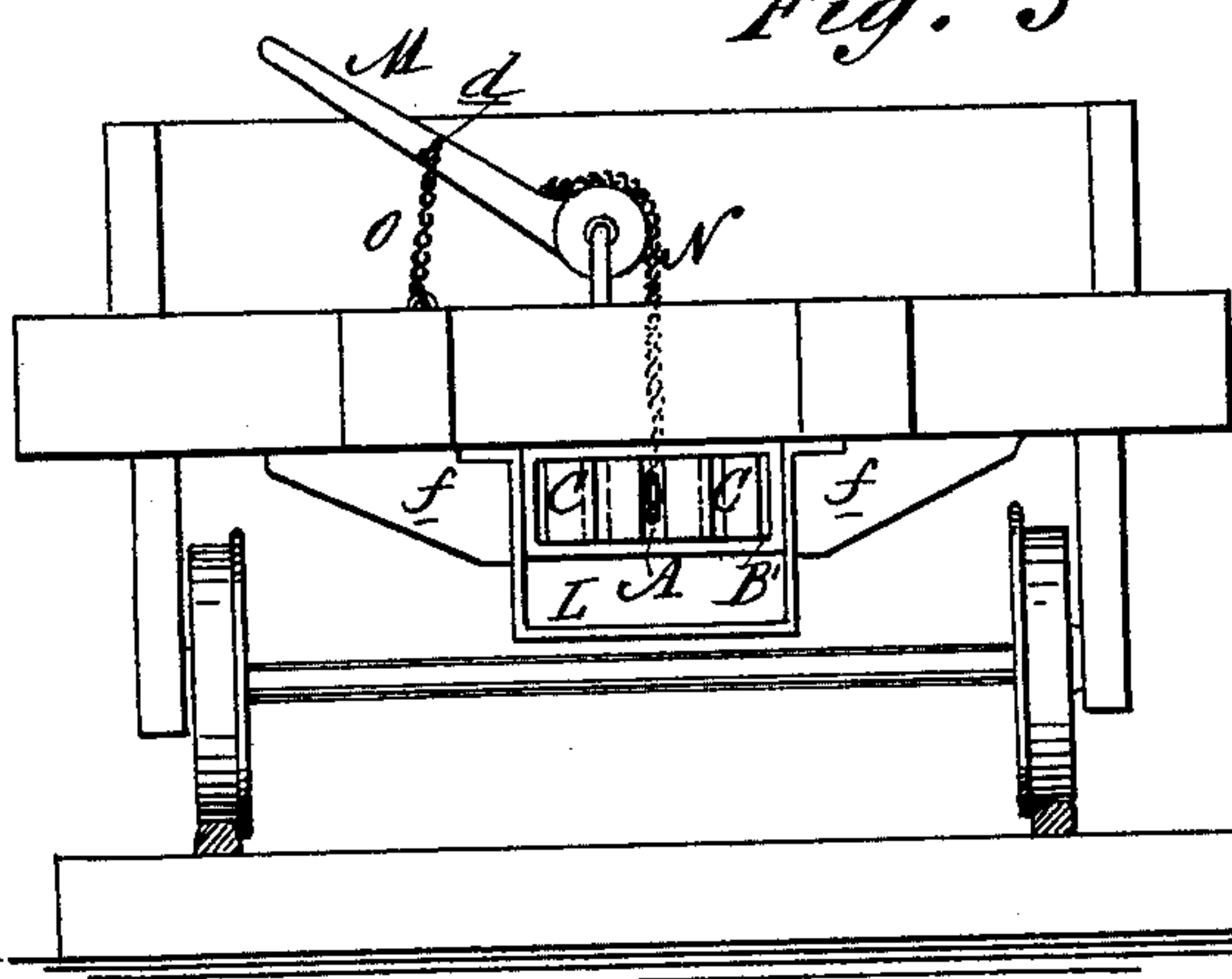


Fig. 2



WITNESSES:
C. Neveu
C. Sedgwick

INVENTOR:
L. C. Slonecker
BY *Mum & Co*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

LOUIS C. SLONECKER, OF STAUFFER'S STATION, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 234,082, dated November 2, 1880.

Application filed May 3, 1880. (No model.)

To all whom it may concern:

Be it known that I, LOUIS C. SLONECKER, of Stauffer's Station, in the county of Westmoreland and State of Pennsylvania, have invented a new and Improved Car-Coupler, of which the following is a specification.

This invention relates to that class of devices called "self-couplers" and "uncouplers;" and it consists of two spring-actuated spear-headed coupling pins or hooks pivoted parallel with each other on either side of a vertically-adjustable draw-head and extending forward in front of the draw-head to couple with a like device.

Figure 1 is a plan view, showing the under side of two cars with the coupling device attached, a portion of the device in section. Fig. 2 is a sectional side elevation of the same. Fig. 3 is an end elevation of the device in position in a car.

Similar letters of reference indicate corresponding parts.

In the drawings, A represents a draw-head, having laterally-extending bands B B' secured about each end. Within the rear band, B, the coupling pins or hooks C C are pivoted on vertical pivots *a a* on either side of said draw-head A, and extend forward through the front band, B'.

D D are flat springs, having their rear ends secured to the ends of the band B, while their free ends extend forward in contact with the coupling-hooks C C, and serve to hold said hooks C C pressed against the sides of the draw-head A.

E is a socketed block, firmly secured against the bottom of the car G by means of a strong clamp, F, eyebolt *b*, and rod *c*, said clamp F being held in place by means of a bolt, screw, or other device, the bolt *b* passing vertically through both clamp F and block E, and the bend in the rod *c* engaging in the eye of the bolt *b*, and having its ends set apart and secured in a rear timber of the car-frame, as shown.

H represents a clevis adjusted within said

clamp F, and having its ends perforated and extending forward on either side of the block E. I represents one or more spiral springs held between said clevis H and block E.

The draw-head A and its attachments are secured to the car G by the entering of the rear end of said draw-head A into the socketed block E, and by the connection of the rear ends of the coupling-hooks C C by means of the links K with the clevis H, and lateral movement of said draw-head A is restricted by means of the rectangular hanging plate L, that depends from the front of the car G, and is prevented from moving laterally by the side braces, *f*.

M is a cam-lever, pivoted on the top of the front timber of the car G, and from this lever a chain, N, passes down through said front timber and connects with the draw-head A so that by means of this lever M and chain N the said draw-head A may be raised into a coupling position or lowered into an uncoupling position.

O is a chain or other device secured to the front timber of the car G, and designed to be engaged in the hook *d* on the lever M, to hold said lever down and thereby the draw-head A in a coupling position, as shown in Fig. 3.

When the cars provided with this improved coupling device are brought together the spear-heads of the coupling-hooks C C interlock with each other, as shown in Figs. 1 and 2, and thereby the cars are coupled; and to uncouple the cars the operator has only to lower one of the draw-heads, when one pair of said coupling-hooks will fall and release the other pair.

Among the advantages of this device is the facility with which one car can be coupled with a higher or lower car by simple movement of the lever M; and another advantage is, that should one car leave the track it would instantly uncouple from those cars connected with it, and by the use of this device the necessity of going between cars at the

risk of life or limb to couple or uncouple is avoided.

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

5 1. A car-coupler constructed substantially as herein shown and described, consisting of the vertically-adjustable draw-head A, spring-actuated pivoted spear-headed coupling-hooks
10 C C, bands B B', socketed block E, clamp F,

springs I, and clevis and links H K, respectively, as set forth.

2. In a car-coupler, the combination, with the draw-head A and coupling-hooks C C, of the socketed block E, clamp F, springs I, 15 clevis H, and links K, substantially as herein shown and described.

Witnesses:

LOUIS C. SLONECKER.

WM. L. PATTERSON,

ELI SLONECKER.