

R. HOLBON.  
CAR COUPLING.

Patented July 26, 1881.

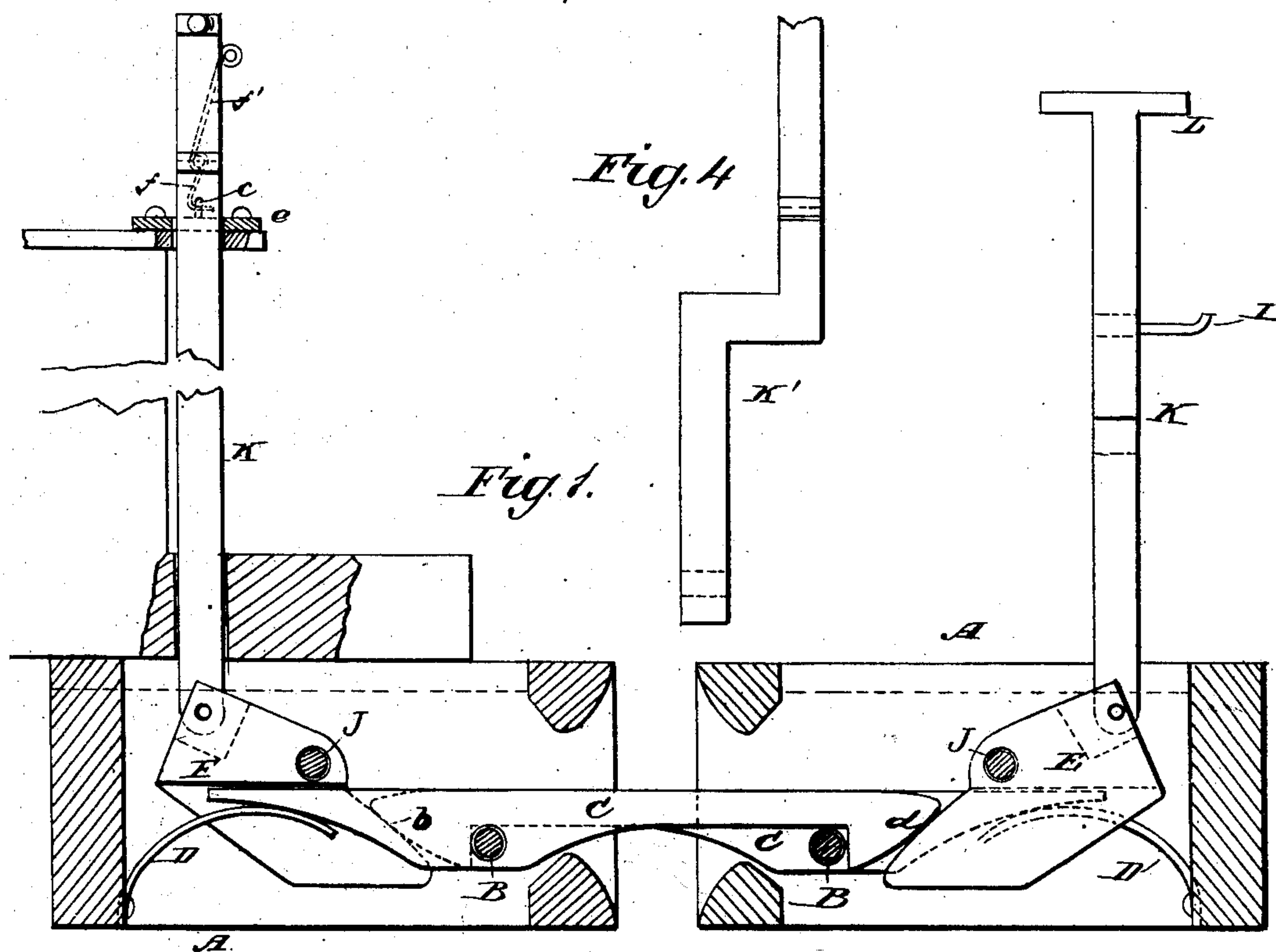


Fig. 2.

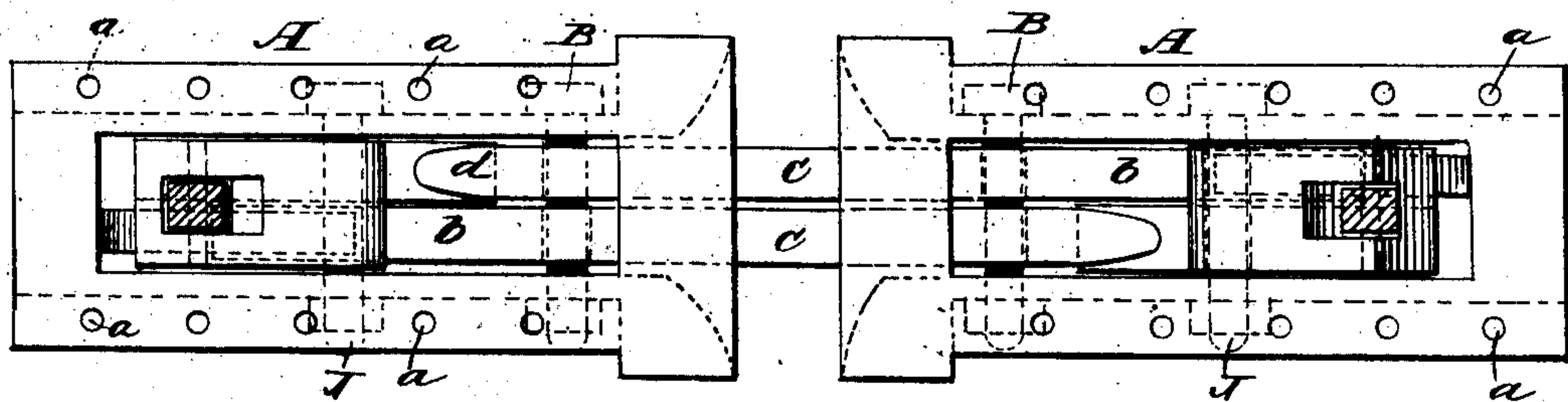
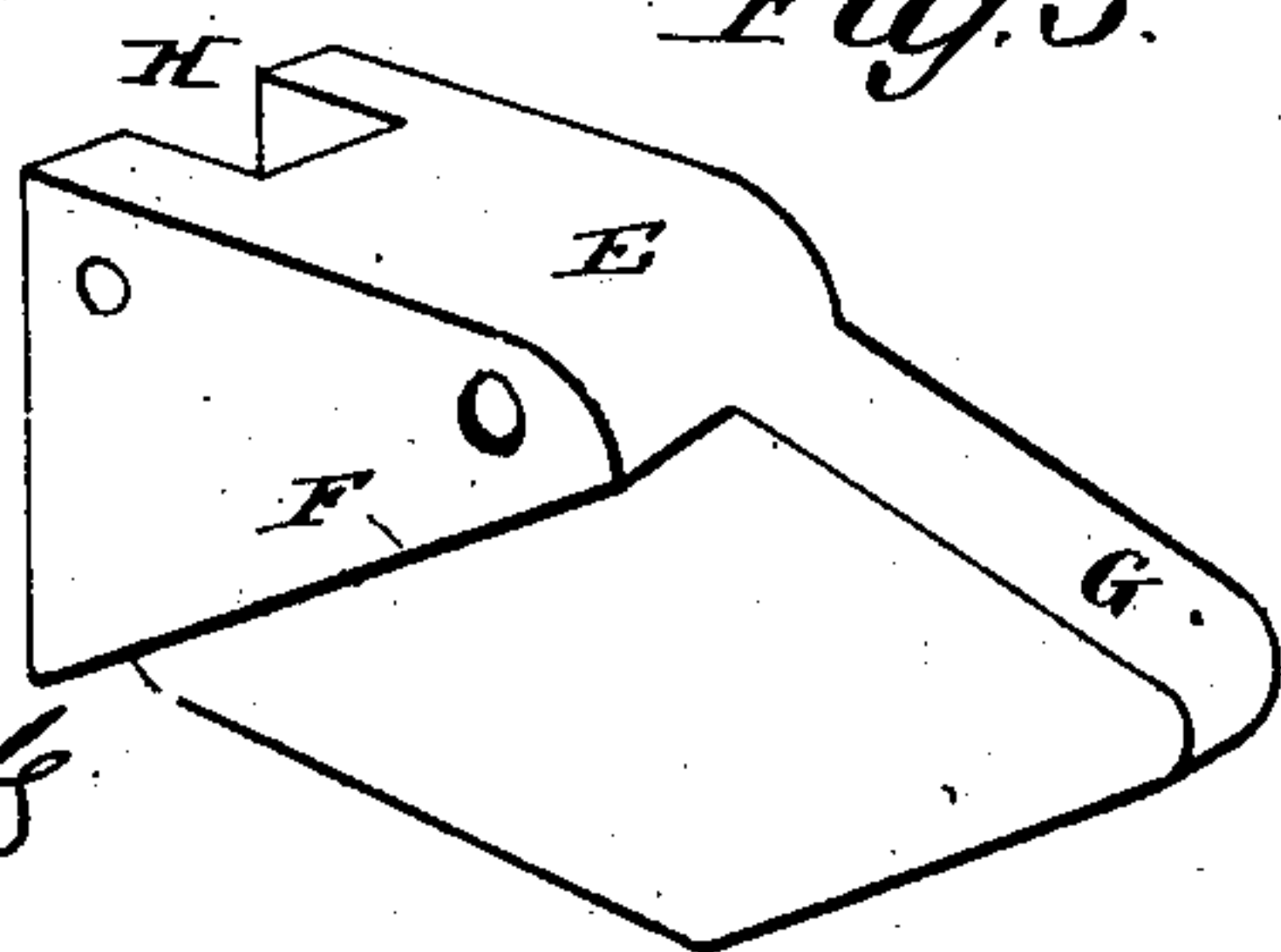


Fig. 3.



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# UNITED STATES PATENT OFFICE.

ROBERT HOLBON, OF ALPENA, MICHIGAN, ASSIGNOR TO HIMSELF AND  
HENRY BOLTON, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 244,896, dated July 26, 1881.

Application filed March 19, 1881. (Model.)

*To all whom it may concern:*

Be it known that I, ROBERT HOLBON, of Alpena, in the county of Alpena and State of Michigan, have invented a new Improvement in Automatic Car-Couplings, of which the following is a full, clear, and exact description.

My invention consists, principally, in providing the draw-heads of each of the cars with horizontal draw-bolts, upon which are pivoted the spring-actuated beveled-headed connecting-bolts, which may be simultaneously operated from either of the cars for disconnecting the same by means of double-acting tumblers.

The invention further consists in the construction and combination of parts, hereinafter fully described.

In the accompanying drawings, Figure 1 is a longitudinal vertical section of my invention. Fig. 2 is a plan view of the same. Fig. 3 is a perspective view of the tumbler, and Fig. 4 is an elevation of the bent uncoupling-bar.

Similar letters of reference indicate corresponding parts.

A represents the draw-heads, which are secured to the timbers of the car by bolts passing through the bolt-holes *a*, formed in the flanges of the heads; and B represents the horizontal draw-bolts, upon which are pivoted the connecting-bolts C C. The connecting-bolts C C are of equal length, and are each formed with the notched and beveled head *d*, and with the rear extension, *b*, which is also beveled, as shown, and passes between the spring D and the pivoted tumbler E, by which means the connecting-bolts are always held in a horizontal position ready for coupling by simply bringing the cars together.

The tumblers are each formed with a cut-away portion, forming the shoulder F, of width about equal to the width of the connecting-bolts, and with the downwardly-projecting toe G, and with the recess H, and are pivoted in the draw-head by the bolts J in such manner

that when operated by the bar K, which is pivoted in the recess H, the toe G will lift the forward end of one of the connecting-bolts C, and the shoulder F will depress the rear end of the other in the same car, and thus simultaneously raise both bolts or hooks for disconnecting the cars.

The bar K' (shown in Fig. 4) is intended for passenger-cars or cars having platforms. It is formed with a double bend in it, as shown, so that when in place it will not obstruct the passage from one platform to the other. It has the cross-piece L at the top, and also the foot step or projection I, by which the bar may be depressed against the action of the spring D for disconnection. The bar K is intended for cars without platforms—freight and similar cars—and is operated from the top of the cars. The bars K K' may be provided with some means for locking the same against danger of accidental disconnecting of the cars—such, for instance, as that shown in Fig. 1, consisting of the plate *e*, having the loop or eye *e*, into which the hook *f* is adapted to catch. The hook *f* is provided with the extension *f'*, for unlocking the bar.

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

1. The tumbler E, adapted to be pivoted in the draw-head, formed with the toe G and shoulder F, substantially as shown and described.

2. The tumbler E, formed with the shoulder F and toe G, in combination with the pivoted connecting-bolt C, spring D, and operating-bar K, substantially as shown and described.

ROBERT HOLBON.

Witnesses:

MICHAEL O'BRIEN,  
JOHN F. KELLY.