(No Model.)

A. WOOD.

CAR COUPLING.

No. 248,245. Patented Oct. 11, 1881.

Fig. 1.

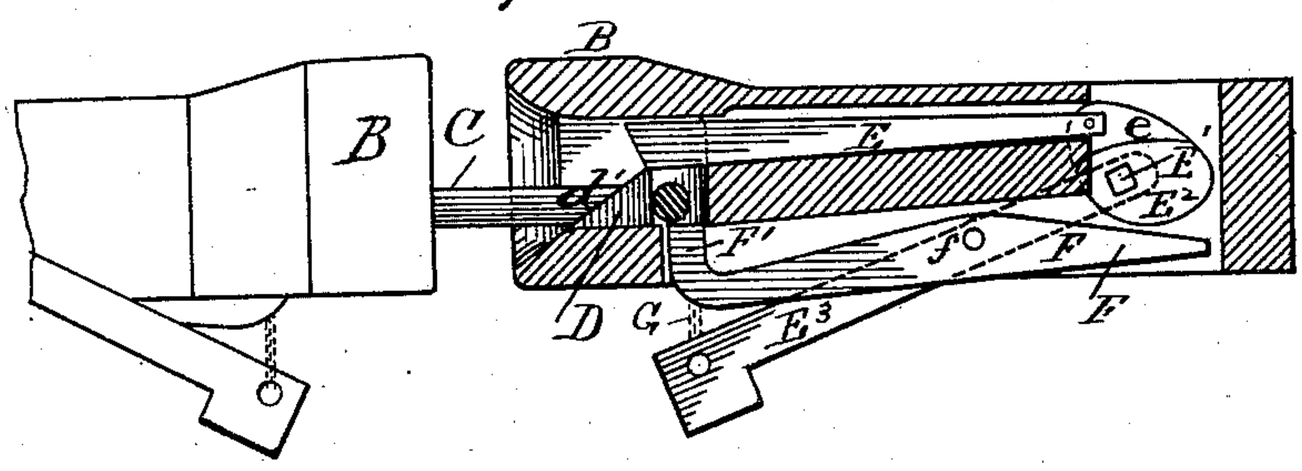
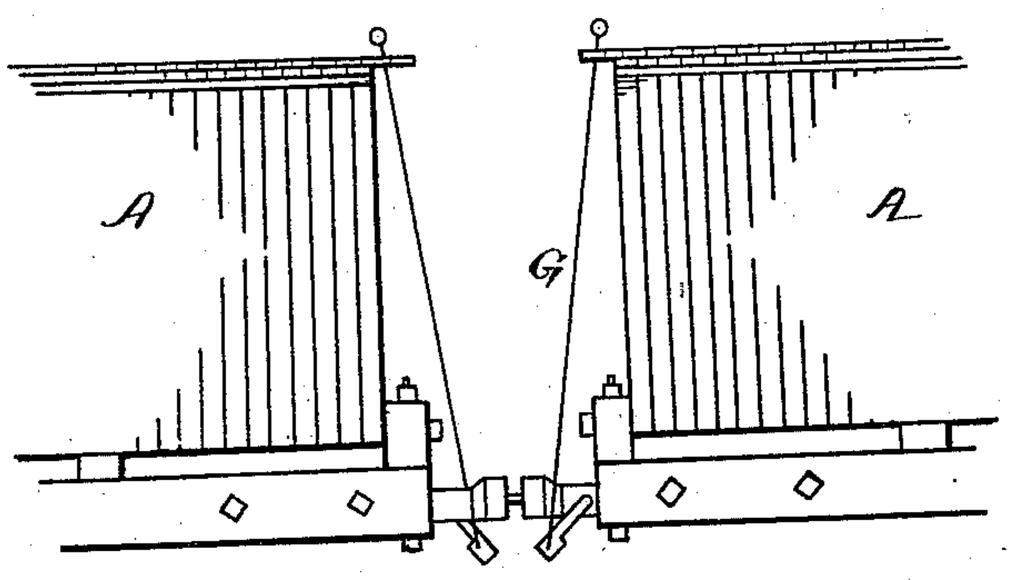


Fig. 2.



WITNESSES

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 248,245, dated October 11, 1881.

Application filed July 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, ALBERT WOOD, of Milford, county of Oakland, State of Michigan, have invented a new and useful Improvement in Car-Couplers; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form a part of this specification.

My invention consists in the combination of devices and appliances hereinafter specified, and more particularly pointed out in the claims.

In the drawings, Figure 1 is a longitudinal central section of a device embodying my invention. Fig. 2 is a side elevation of the same, showing it as attached to a car.

A is a car; B, its draw-head; C, the coupling-link.

D is a detaining-shoulder, which receives the strain of the link. It is beveled upon the entering-face *d* to guide the link over its crest.

E is a locking-bar, connected by a link, *e*, with the rock-shaft E′. Upon this rock-shaft is an eccentric, E^2, and a lever-arm, E^3, which projects back between the cars.

F is a lever, pivoted at *f* to the draw-bar. One end of this lever is contiguous to the eccentric E^2, and the other end has a lug, F′, which projects up beneath the link.

The operation of the device is as follows:

When it is desired to couple the cars the entering-link presses back the locking-bar and slides down its face *e′* into its position back of the shoulder D. As soon as it has dropped clear of the bar E the weight of the arm E^3 causes the bar E to plunge forward over the link and lock it in place, so it cannot jump out of connection.

When it is desired to uncouple the cars the brakeman draws upon a chain, G, or otherwise lifts the lever E^3. This causes the bar E to recede, and the eccentric E^2 presses down the lever F, causing the lug F′ to rise and lift the end of the link clear of the shoulder D, when it will draw out.

I would have it understood that the shoulder D may be solid, as shown; but it may be in the nature of a removable block, or the shoulder may be faced at its rear with a block or pin of iron or steel, and the surface may, if necessary, be case-hardened or cast with a chill. So also, instead of a chain, G, a rod may be employed or an arm may extend to the side of the car, by which the lever E^3 can be lifted. The eccentric E^2 is so adjusted with relation to the lever F that it will not depress the lever and raise the link until the locking-bar has been nearly or quite withdrawn.

The rock-shaft may, if desired, be extended out to the side of the car, and be there provided with an arm, E^3.

What I claim is—

1. A car-coupler consisting of the combination, with a draw-head, of an engaging-shoulder, a locking-bar, D, and disengaging-lever F, the said locking-bar and disengaging-lever governed by a weighted lever, E^3, substantially as described.

2. The combination, with the shoulder D, of the locking-bar E, lever F, eccentric E^2, and arm E^3, whereby the coupling-link is locked and released, substantially as described.

3. The combination of the lever F, the eccentric E^2, arm E^3, the whole constituting a means whereby the coupling-link is lifted free from the shoulder D, substantially as described.

4. The combination, with the shoulder D, locking-bar E, lever F, and arm E^3, of a chain or rod, G, whereby the device may be uncoupled from the interior, top, or side of a car, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

ALBERT WOOD.

Witnesses:

WALTER CRAWFORD,

JAMES G. PAELLEY.