

(No Model.)

J. W. ALLEN & A. B. POYNOR.

CAR COUPLING.

No. 255,907.

Patented Apr. 4, 1882.

Fig: 1.

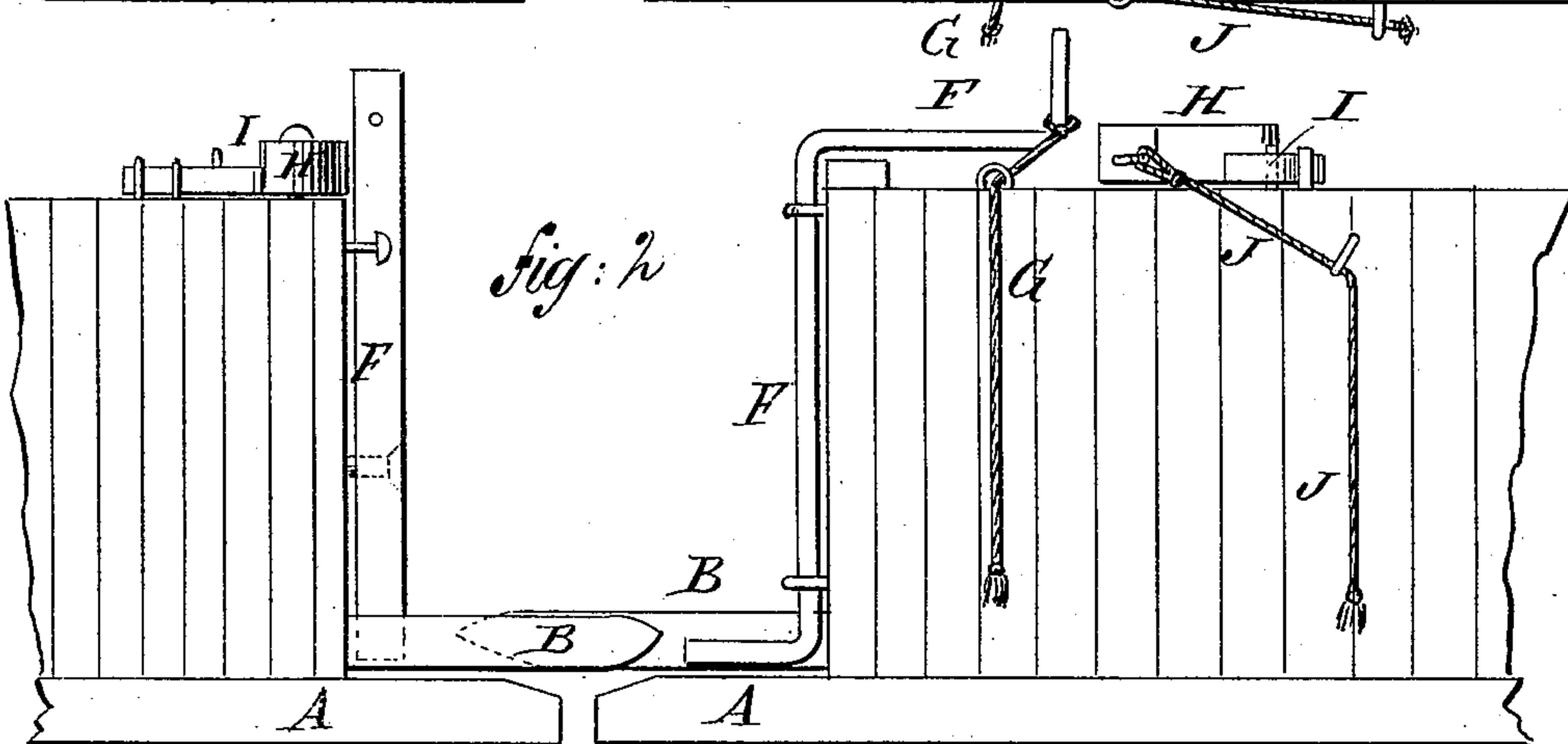
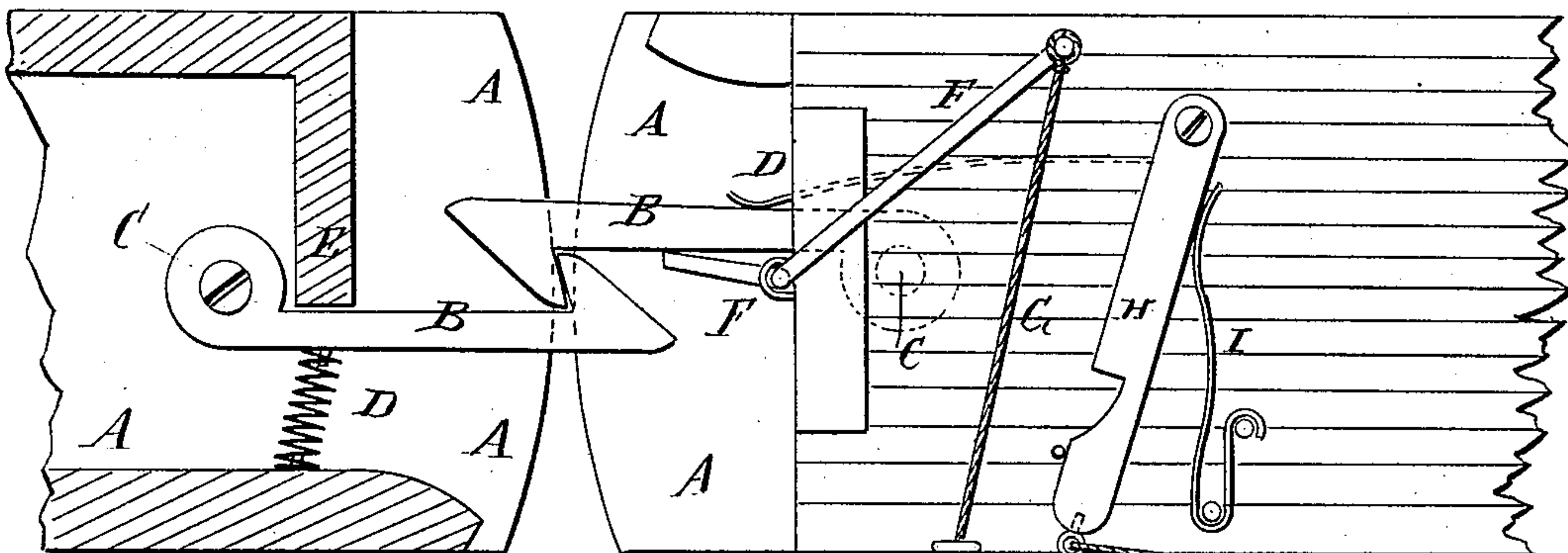


Fig: 2.

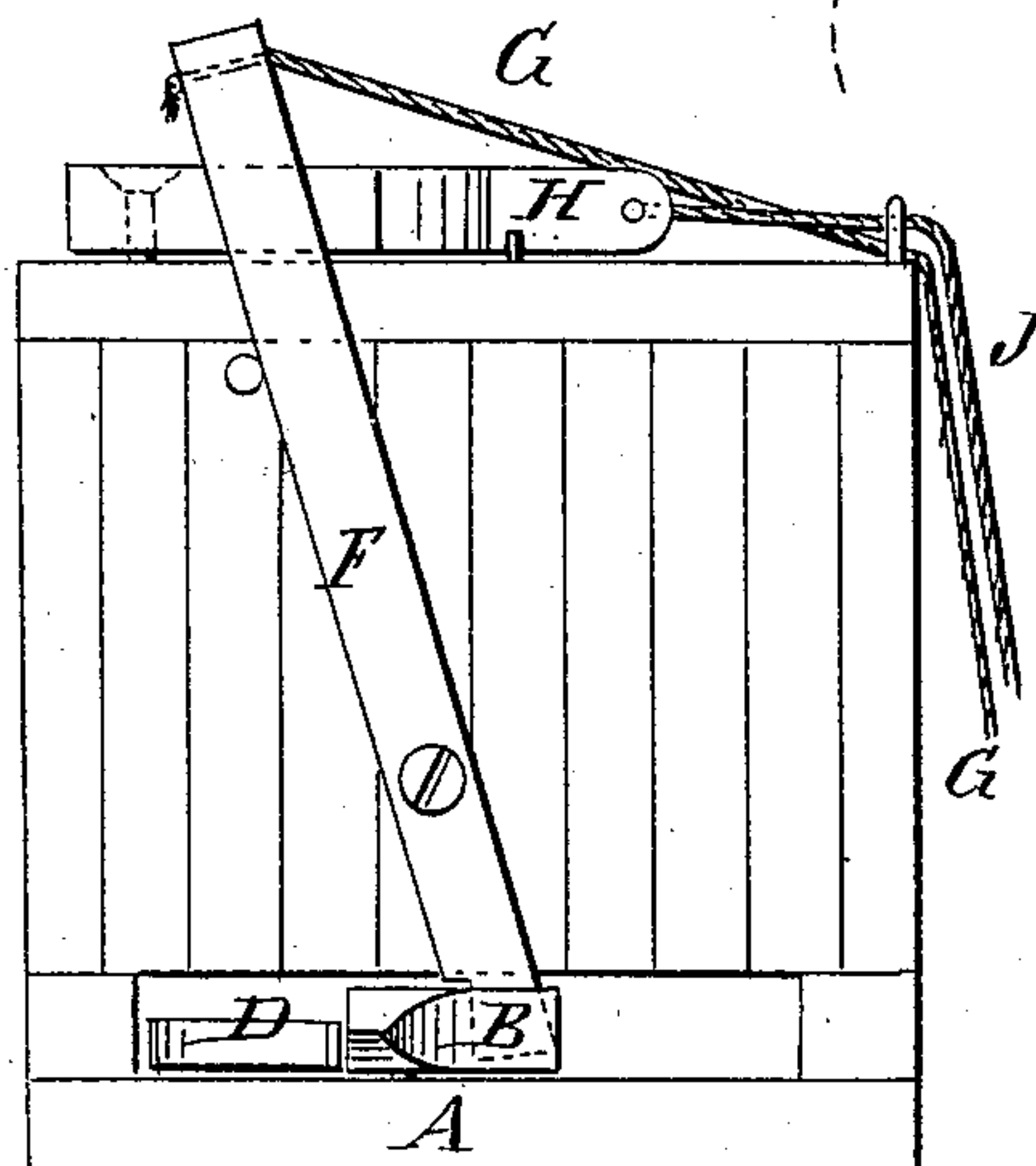


Fig: 3.

WITNESSES:

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JOHN W. ALLEN AND ASHLEY B. POYNOR, OF FRANKLIN, TENNESSEE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 255,907, dated April 4, 1882.

Application filed January 3, 1882. (No model.)

To all whom it may concern:

Be it known that we, JOHN WESLEY ALLEN and ASHLEY BANKS POYNOR, of Franklin, in the county of Williamson and State of Tennessee, have invented a new and useful Improvement in Automatic Car-Couplings, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view, partly in section, of our improvement. Fig. 2 is a side elevation of the same. Fig. 3 is front elevation of one part of the same.

The object of this invention is to promote convenience and safety in coupling and uncoupling cars.

The invention consists in the combination, with the spring-pressed coupling-hook, of the crank-lever pivoted to the end of the car, and having its upper end extending to the said lever and passing down to the sides of the car; also, in the combination, with the spring-pressed coupling-hook and crank-lever having its upper end extending over the top of the car, of the notched catch-bar pivoted to the top of the car, the spring I, and rope J, as hereinafter described and claimed.

A represents the draw-bar of a car, which is designed to be connected with the car-frame in the ordinary manner. The draw-bar A is recessed to receive the shank of the coupling-hook B, which is pivoted to the said draw-bar A by a bolt, C. The forward or hook end of the coupling-hook B projects so far that it will engage readily the coupling-hook of an adjacent car. The forward ends of the hooks B are beveled upon their forward or inner sides, so that they will slide past and engage with each other automatically as two cars are run together, and are also beveled upon their lower sides, so that they will readily slide upon the draw-bars A. The coupling-hooks B are held forward to cause them to engage with each other by spiral or other shaped springs D, attached to the draw-bars A and pressing against the said hooks B, as shown in Fig. 1. The hooks B are kept from being forced forward any farther than into line with the length

of the cars by stops E, formed upon or attached to the draw-bars A. The coupling-hooks B are forced back to uncouple the cars by levers F, which may be made in the form of a crank, as shown in the right-hand part of Figs. 1 and 2, or in the form of a straight lever, as shown in the left-hand part of Fig. 2 and in Fig. 3. In the former case the lever F is pivoted to the forward end of the car with its lower arm resting against the forward side of the hook B and its upper arm projecting over the top of the said car. In the latter case the lever F is pivoted to the forward end of the car with its lower end resting against the forward side of the hook B and its upper end projecting above the top of the car, so that the hooks B can be forced back to uncouple the cars by operating either of the levers F from the top of the car. By attaching a cord, G, to the upper end of the lever F and passing it through guide staples or eyes attached to the edge of the car-top or around guide-pulleys pivoted to the said top the said levers can be operated from the side of the car.

H is a catch-bar, one end of which is pivoted to the top of the car in such a position that the notch or shoulder formed in the said bar near its other end will engage with the end of the lever F when holding the hook B back to lock the said lever and hook in place, so that the cars can be drawn apart.

The catch-bar H is pressed forward by a spring, I, attached to the car-top, and which bears against the rear side of the said catch-bar H. To the free end of the catch-bar H is attached the end of a cord, J, which passes through a guide-eye or around a guide-pulley attached to the edge of the car-top, so that the said catch-bar can be drawn back to release the lever F and hook B by operating the cord J from the side of the car.

The coupling-hooks of small wheeled cars can be made with an upward bend or offset to adapt them to couple with ordinary cars.

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

1. In a car-coupling, the combination, with the spring-pressed coupling-hooks B, of the lever F, pivoted to the end of the car and having its upper end extending over the top of

the car, and the rope G, secured to the said lever and passing down to the sides of the car, substantially as and for the purpose set forth.

2. In a car-coupling, the combination, with
5 the spring-pressed coupling-hook B and the crank-lever F, having its upper end extending over the top of the car, of the notched catch-bar H, pivoted to the top of the car, the spring

I, and the rope J, substantially as and for the purpose set forth.

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Witnesses:

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