

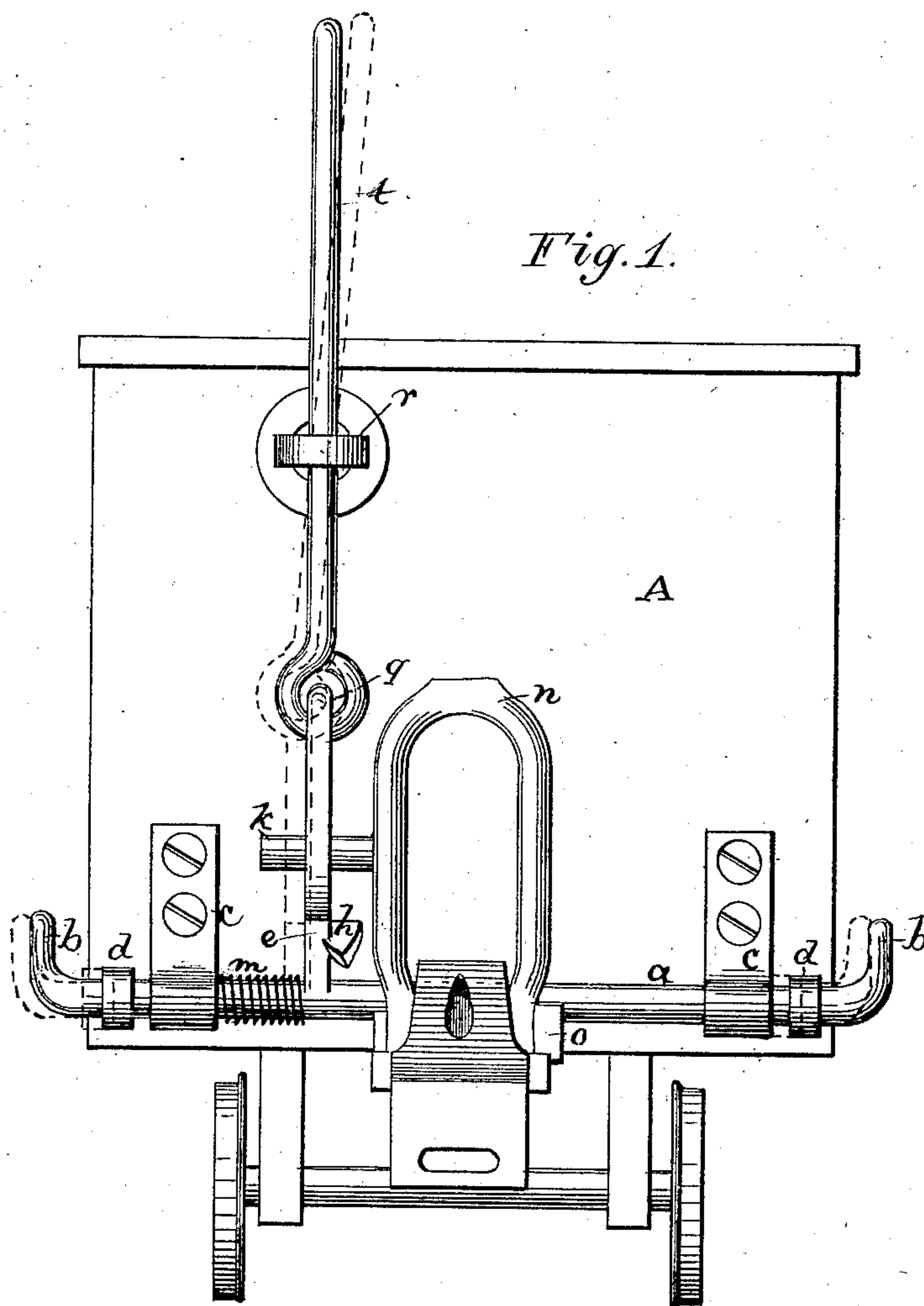
(Model.)

2 Sheets—Sheet 1.

S. OAR.  
CAR COUPLING.

No. 257,372.

Patented May 2, 1882.



Witnesses:  
J. H. Miller  
J. C. H. Hobbs

Inventor:  
Sylvester Oar

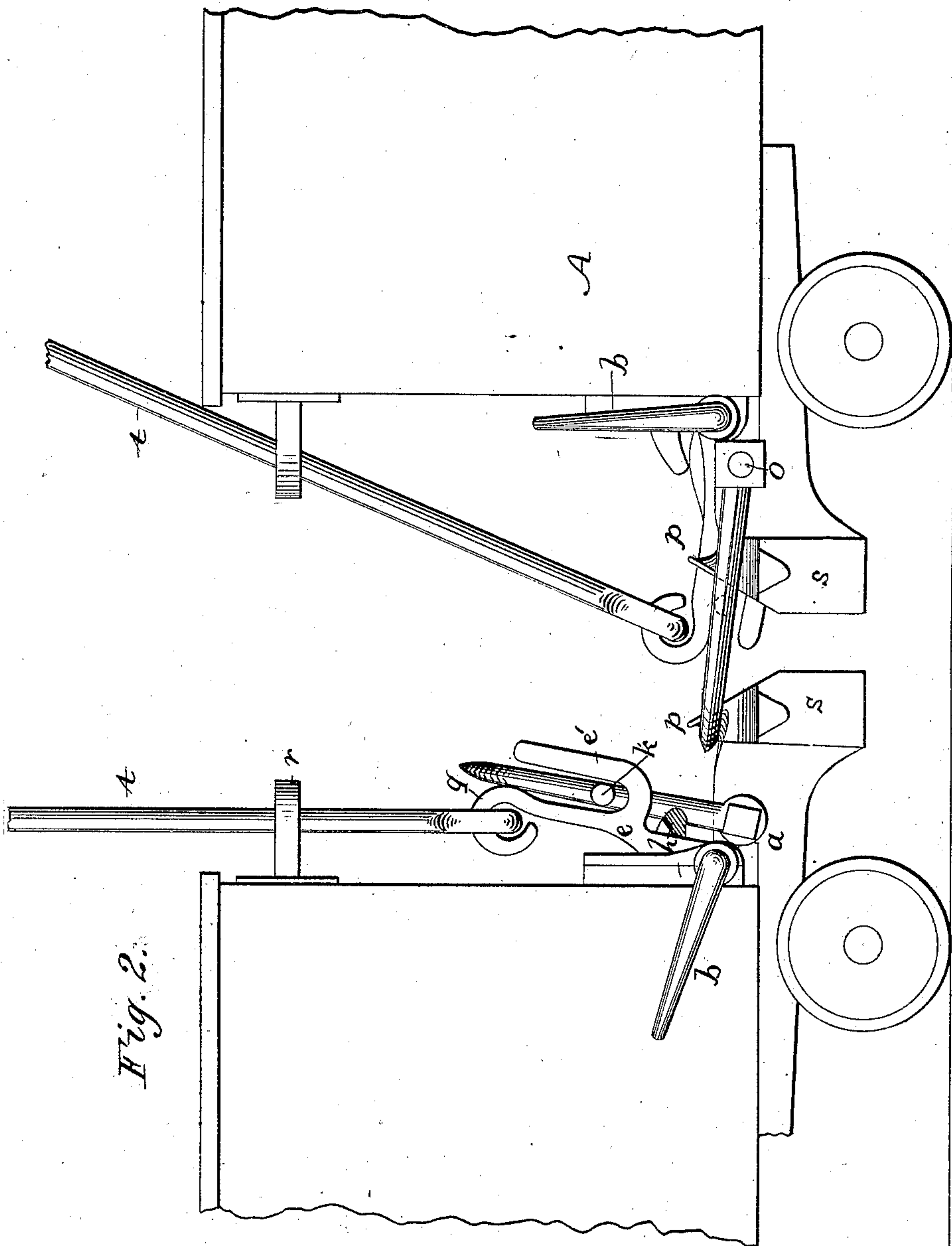
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*Inventor:*

Sydney Car

# UNITED STATES PATENT OFFICE.

SYLVESTER OAR, OF KANSAS, ILLINOIS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 257,372, dated May 2, 1882.

Application filed January 23, 1882. (Model.)

*To all whom it may concern:*

Be it known that I, SYLVESTER OAR, a citizen of the United States, residing in Kansas, Edgar county, Illinois, have invented a Safety Car-Coupler, of which the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and letters of reference marked thereon, in which—

Figure 1 is a side elevation of one end of a car with a part of my improved safety car-coupling applied thereto, and Fig. 2 is a side elevation of my improved car-coupling applied to the ends of two cars.

My invention relates to improvements in car-couplings; and it consists in the peculiar arrangement of the parts, as hereinafter more fully set forth.

In the accompanying drawings, *a* represents a transverse rock-shaft, journaled in the boxes *c*, secured to the end of the car A, and provided with collars *d*, secured to the rock-shaft on the outside of the boxes *c*. The outer ends of the rock-shaft *a* are provided with bent handles *b* and a spring, *m*, secured to the end of the car A, wound around the rock-shaft *a*, between one of the boxes *c* and an arm, *e*, and the opposite end of the spring *m* is secured to the rock-shaft *a*. The arm *e* is secured to the rock-shaft *a*, and is adapted to engage, when the rock-shaft *a* is turned up, with a hook or catch, *h*, secured to the end of the car A.

To the inner end of the shaft *e* is secured a curved arm or bow, *e'*, lying under the shaft *e*, and into the vertical slot, between the arm *e* and curved arm *e'*, projects the pin *k*, secured to one side of the clevis or coupling-link *n*, pivoted by a bolt, *o*, in the top of one of the draw-heads.

*p p* represent hooks adapted to engage with the outer ends of the clevis or coupling-link *n*.

The outer end of the shaft *e* is provided with an eye, *q*, which engages with a rod, *t*, passing through an eye, *r*, secured to the end of the car A. By this construction, by moving laterally the rod *t* or handles *b* the cars can be uncoupled without danger of injury to the operator, whether coupling from the top or sides of the cars, the spring *m* and rock-shaft *a*, provided with the arm *e*, holding the coupling-link or clevis coupled and the latch or hook *h* holding the link or clevis uncoupled.

It will be seen that by this construction the spring *m* performs the double purpose of holding the link coupled and also forcing the rock-shaft and its arm *e* laterally, so that the latter will engage with the catch *h* and hold the link uncoupled.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination, with the pivoted link *n*, provided with the lateral arm *k*, of the rock-shaft *a*, provided with the arms *e e'*, having a slot between them, catch *h*, and spring *m*, performing the double purpose of holding the link coupled, and moving the arm *e* laterally into engagement with the catch to hold the link uncoupled, substantially as described, and for the purpose set forth.

2. The combination, with the car A, provided with the catch *h* and boxes *c c*, rock-shaft *a*, provided with handles *b b*, and arms *e e'*, having a slot between them, of spring *m*, secured to the car and rock-shaft, and rod *t*, substantially as described, and for the purpose set forth.

SYLVESTER OAR.

Witnesses:

J. C. H. HOBBS,  
J. W. MILLER.