

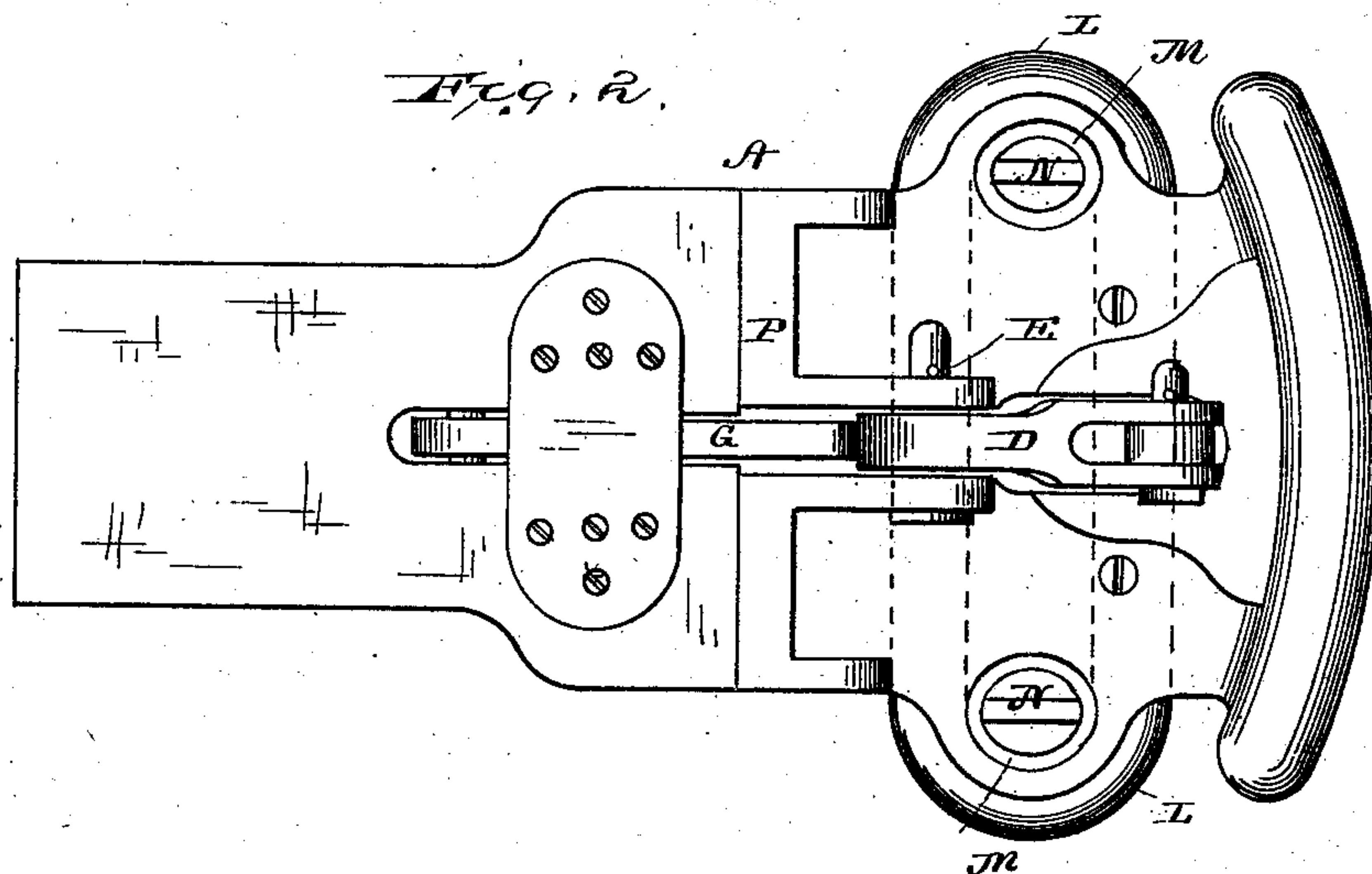
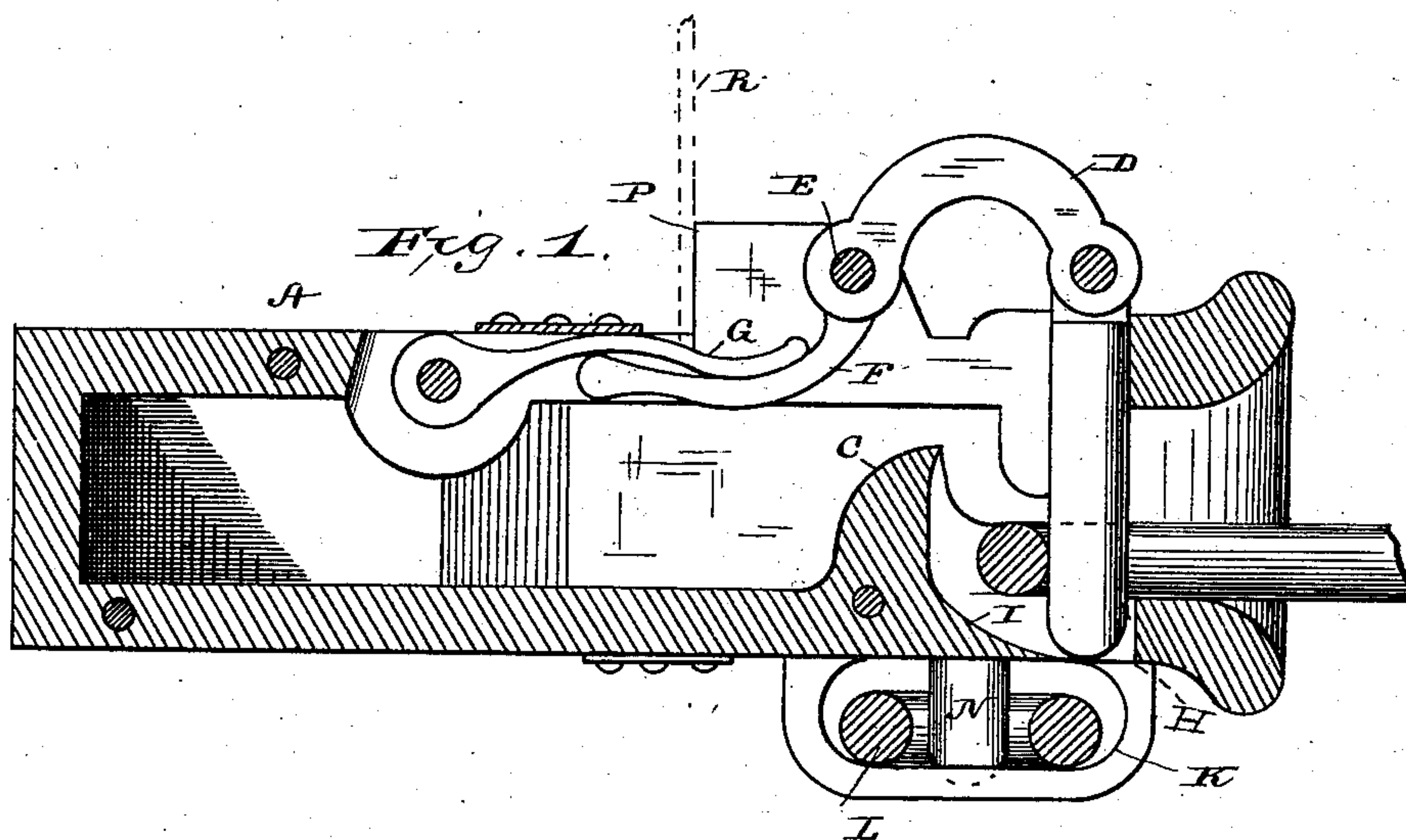
(No Model.)

2 Sheets—Sheet 1.

G. H. ADAM.
CAR COUPLING.

No. 259,788.

Patented June 20, 1882.



Witnesses.
Edmund L. Yerree.
H. Aubrey Soulemin

Inventor.
George H. Adam
By C. M. Alexander
Attorney

(No Model.)

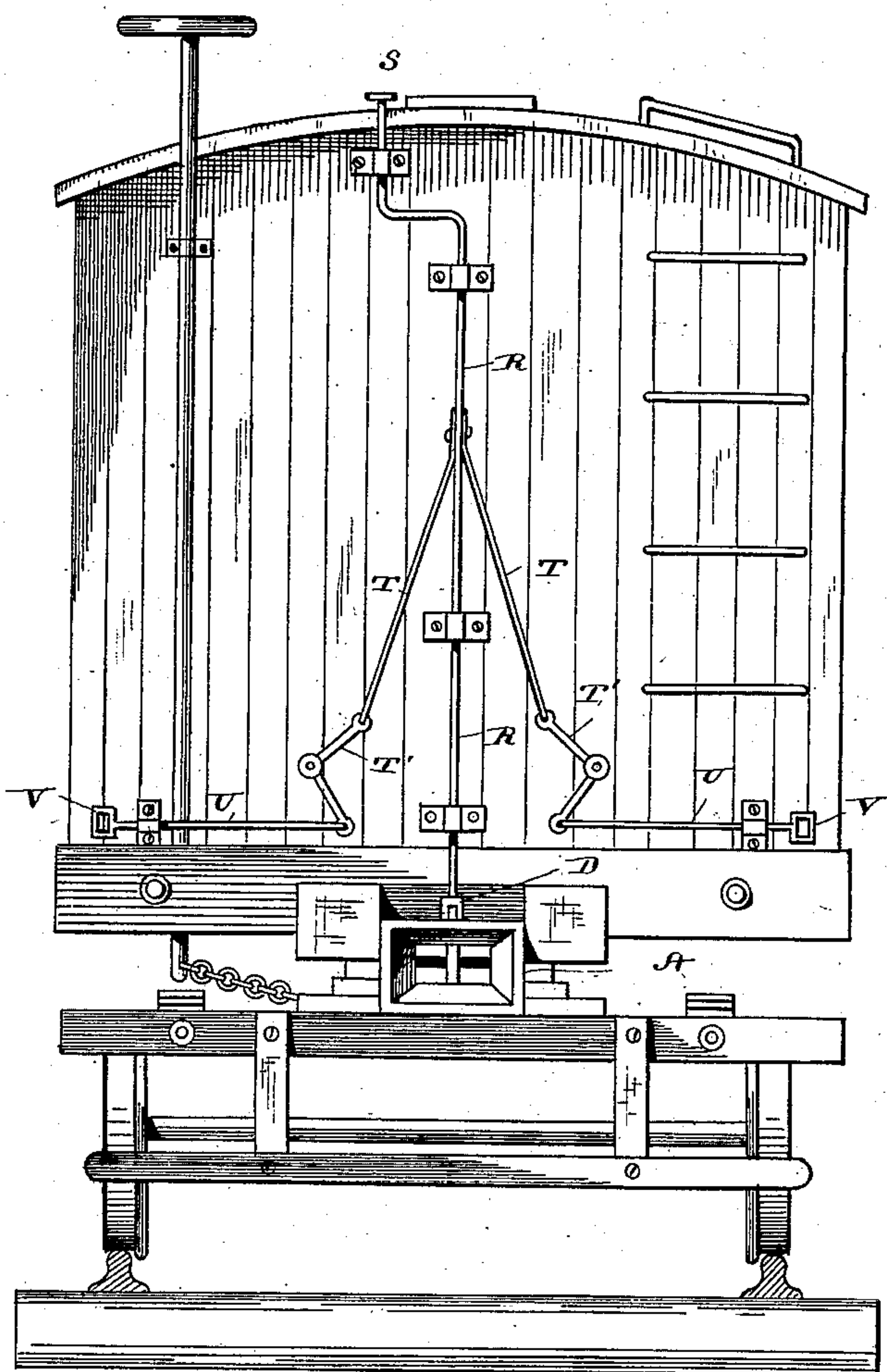
2 Sheets—Sheet 2.

G. H. ADAM.
CAR COUPLING.

No. 259,788.

Patented June 20, 1882.

Fig. 3.



Witnesses.

Edwin L. Yerrill.

H. Aubrey Faulman.

Inventor.

George H. Adam,
By E. M. Alexander,
Attorney.

UNITED STATES PATENT OFFICE.

GEORGE H. ADAM, OF LOUISVILLE, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 259,788, dated June 20, 1882.

Application filed March 28, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. ADAM, of Louisville, in the county of Jefferson, and in the State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention relates to certain improvements in car-couplers; and it has for its object to provide certain means whereby the cars may be coupled and uncoupled from the top of one of the cars on the platform without necessitating the entrance of the employé between the cars, thus obviating the danger attendant upon the ordinary couplers and method of operating the same. These objects I attain by the means illustrated in the accompanying drawings, in which—

Figure 1 represents a sectional view of a draw-head, showing my improved coupling devices. Fig. 2 represents a top view of the draw-head and coupling devices; and Fig. 3 represents a front view of the car, showing the mechanism for operating the coupler.

The letter A indicates the draw-head, which is provided with the usual flaring mouth, just back of which, on the inside of the opening, is a curved abutment, C, against which the lower end of the pin is forced by the entering link, so as to elevate the pin, as more fully hereinafter specified. The pin is pivoted to the end of a lever, D, which is fulcrumed at E in the draw-head, the rear of the lever being provided with a bent arm, F, against the upper surface of which bears the curved lever G fulcrumed in the draw-head. The lower end of the pin, when down, rests in a depressed seat having an abrupt wall, H, in front, the rear wall, I, being gradually curved upward, so that when the pin is forced backward by the link the end of the pin will be guided upward until the link, passing under pin, permits it to drop forward and downward, so as to secure the link.

The letter K indicates two seats located on opposite sides of the draw-head, on the lower side of the same, for the reception of an extra link, L, in case the ordinary link is injured or broken; and M indicates two vertical apertures,

in which extra pins N are carried to supply the place of the ordinary pin should the same be injured, the pins passing down through the extra link to hold it in place.

The letter P indicates an abutment on the draw-head, which sets against the front of the car when in place.

The letter R, Figs. 1 and 3, indicates a vertical rod, which bears upon the end of the lever G, so that when depressed it will raise the forward end of the coupling-pin lever by depressing the rear end. The said rod extends upward through staples secured to the forward wall or other portion of the car. The said rod is provided with a treadle, S, at its upper end, which may be operated by the foot to depress the rod. The said rod has secured to it, on opposite sides, rods T, which connect with the angle-levers T' fulcrumed to the car. These levers connect with rods U extending to each side and passing through staples, the rods being provided with handles V, by means of which they may be moved horizontally, so as to operate the coupling device from either side.

It will be seen from the above that the cars may be coupled from the top, platform, or either side of the car without necessitating the entrance of the train-hands between the cars, obviating the danger attendant upon the ordinary method of coupling.

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

1. In combination, with the draw-head having a depressed seat for the coupling-pin and an abrupt front wall and a gradually-curving rear wall, the coupling-pin pivoted to a lever, and the lever bearing against the rear of the coupling-pin lever, the whole arranged to be operated to couple or uncouple the cars, substantially as specified.

2. The draw-head provided with receptacles for an extra link and pins, to be employed in case of injury to the ordinary links and pins, substantially as and for the purposes specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 2d day of March, 1882.

GEORGE H. ADAM.

Witnesses:

F. J. SCHWEITZER,
FRANK T. BALLES.