

(No Model.)

S. HUFF.
CAR COUPLING.

No. 260,984.

Patented July 11, 1882.

Fig. 1

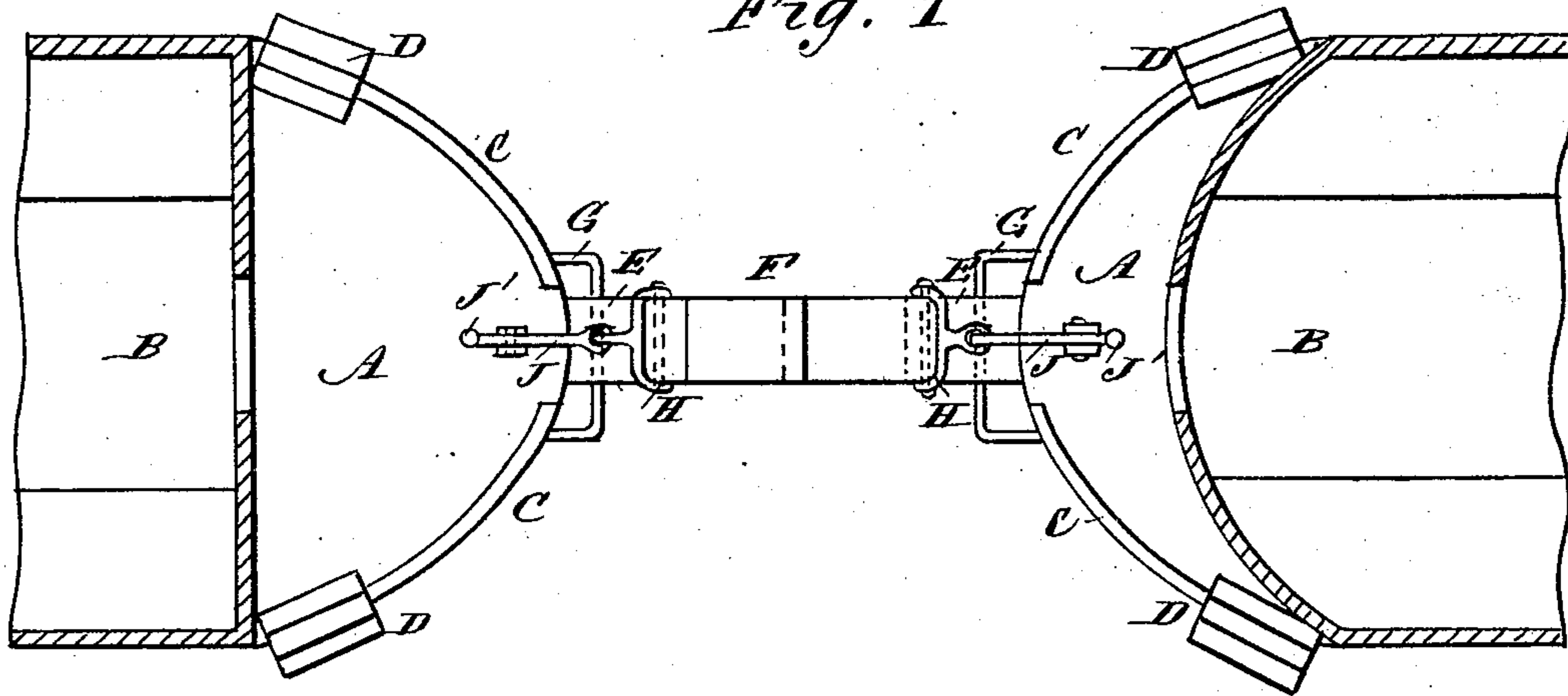


Fig. 2

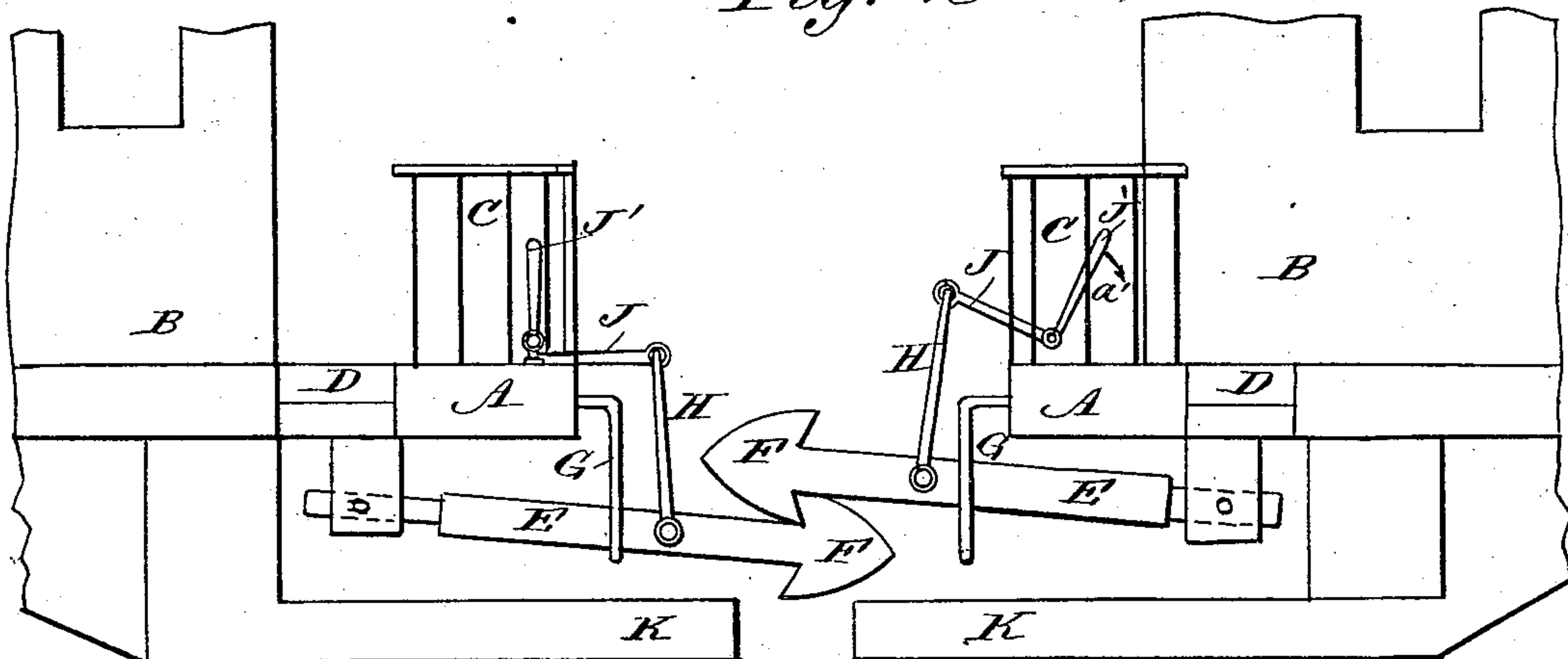
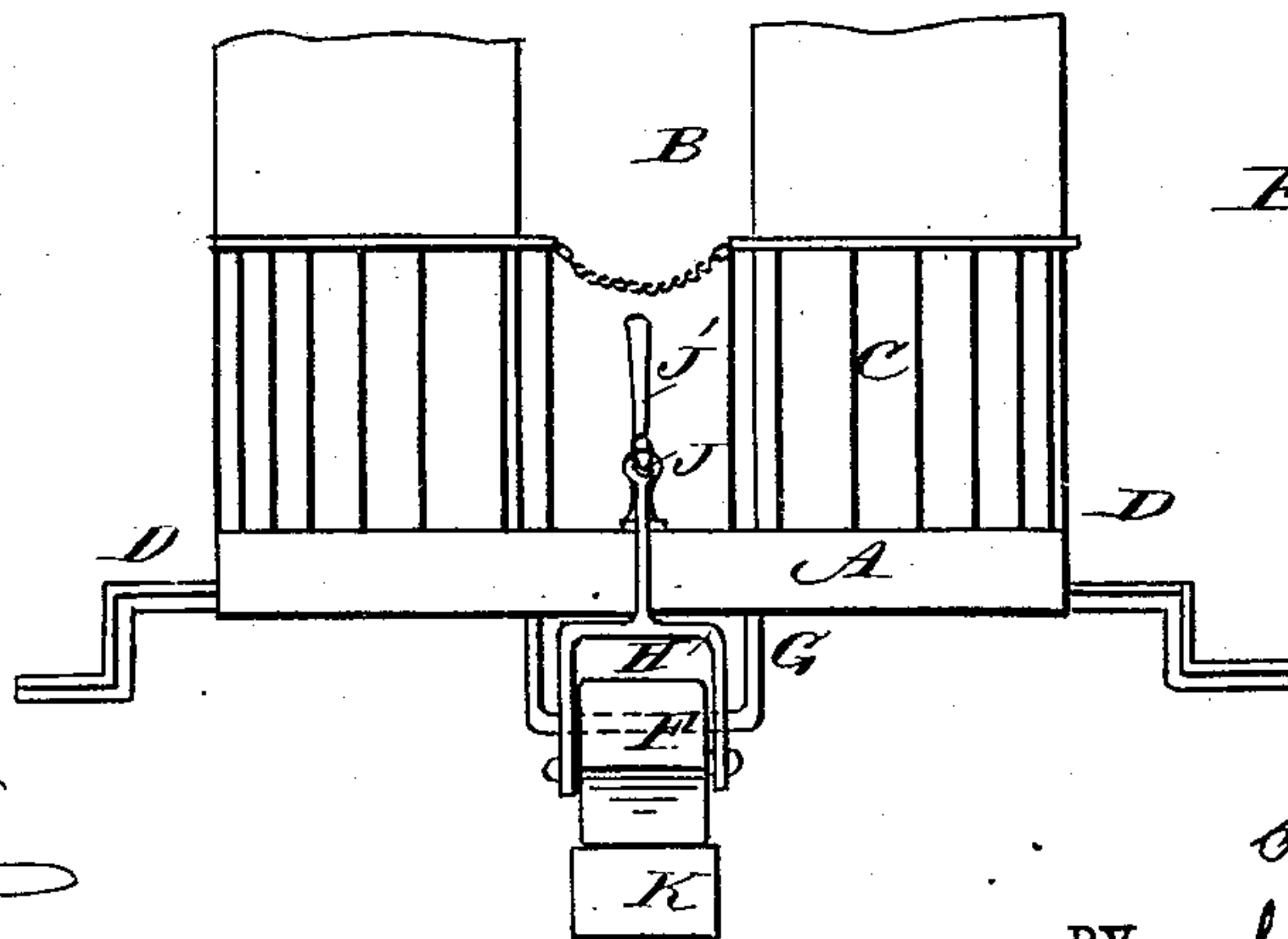


Fig. 3



WITNESSES:

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UNITED STATES PATENT OFFICE.

SYLVESTER HUFF, OF WABASH, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 260,984, dated July 11, 1882.

Application filed May 11, 1882. (No model.)

To all whom it may concern:

Be it known that I, SYLVESTER HUFF, of Wabash, in the county of Wabash and State of Indiana, have invented a new and Improved Car Platform and Coupling, of which the following is a full, clear, and exact description.

This invention relates to improvements in car-couplings of that class employing arrow-headed or barbed draw-bars, and has for its object, mainly, to prevent the telescoping of the cars in case of an accident; and it consists in the combination and arrangement of parts substantially as hereinafter more fully set forth and claimed.

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 of the ends of two cars provided with my improved platforms and coupling. Fig. 2 is a longitudinal elevation of the same. Fig. 3 is an end elevation of one of the cars.

The ends of the platforms A of the cars B are rounded—that is, the width of the platform increases toward the middle—and these platforms are provided with railings C and steps D in the usual manner. At each end of the car a coupling-bar, E, is pivoted, which is provided at the outer end with a double hook or arrow-head, F, which coupling-bar swings vertically and passes through a guide-frame, G, at the end of the platform A, which guide-frame G prevents the coupling-bar from dropping too low. A bail, H, is pivoted to each coupling-bar E, and the upper end of this bail is pivoted to one end of an elbow or bell-crank lever, J, pivoted on the top of the platform A, at the end of the same, the inner shank of this lever being provided with a handle attachment, J'. Buffers K are attached to the bottom of the cars and project from the ends of cars below the pivoted coupling-bars E, so that the

platforms will be protected from being crushed when the cars are coupled. The ends of the cars can be made straight, as shown on the left-hand side of Figs. 1 and 2, or the ends of the cars may be rounded, as shown on the right-hand side of Figs. 1 and 2. If the cars come together, one of the coupling-bars E is slightly raised, so that it will slide over the hook on the end of the other coupling-bar, and when this upper coupling has passed over the hook of the other bar it drops, and the hooks F will engage with each other, as shown in Fig. 2, and the cars will be coupled. If the cars are to be uncoupled, the upper coupling-bar E is raised to disengage it from the lower coupling-bar E by turning the elbow-lever J of this upper coupling-bar in the direction of the arrow a'.

Cars provided with my improved rounded platform will not telescope in collisions, but will be guided off sidewise by the rounded edges of the platforms.

I am aware that car-platforms are made with straight sides and rounded ends, but that I do not claim, for my improved platform has its entire edge rounded from one side of the car-end to the other.

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

In a car-coupling, the combination of the arrow-headed or fluked draw-bar E E, pivoted to the under side of the car-platform, the right-angled guide frame and support G, the bail H, connected to the draw-bar, and the bell-crank lever J J', pivoted to the upper end of the bail H, and having its bearing at its angle at a point above the car-platform, substantially as shown and described.

SYLVESTER HUFF.

Witnesses:

H. B. LASSELL,
GEO. TYLE.