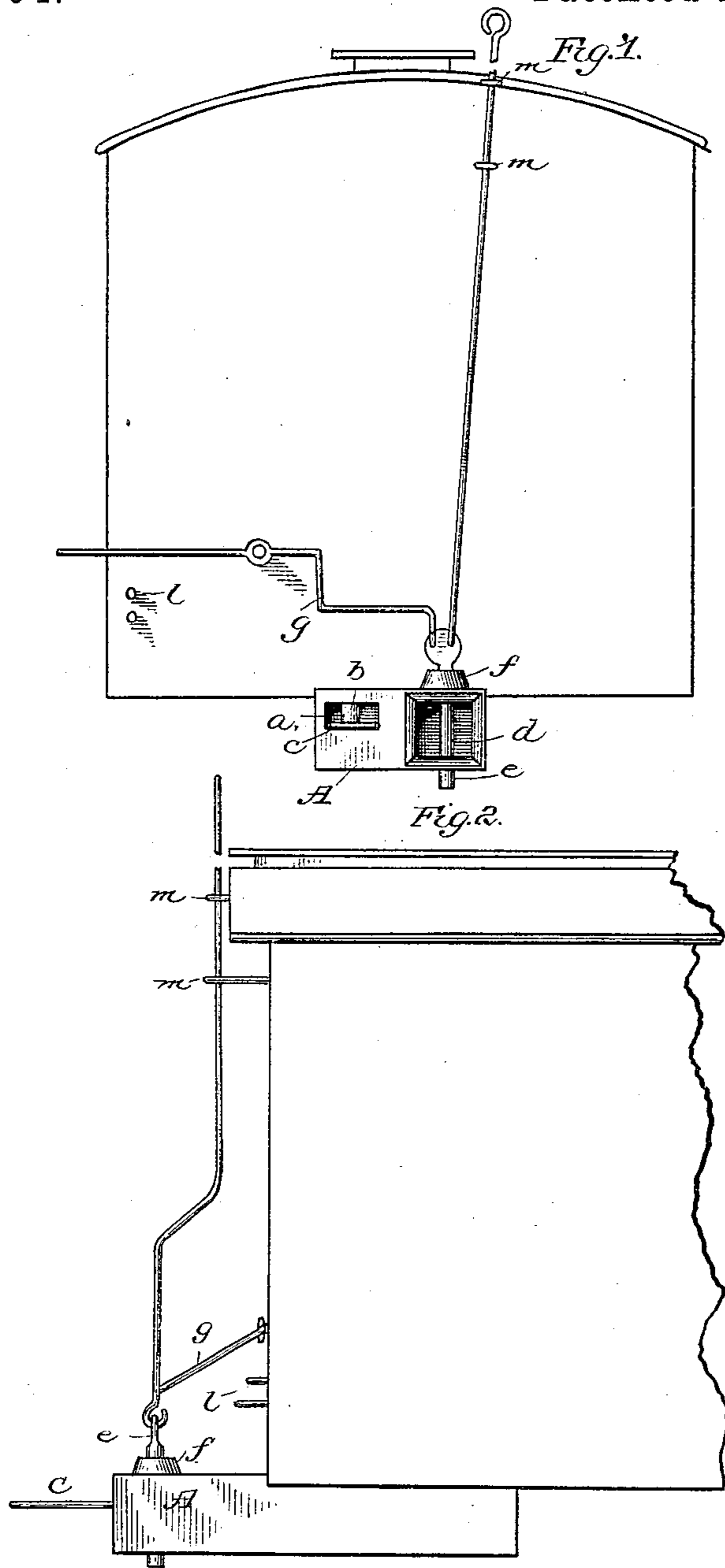


(No Model.)

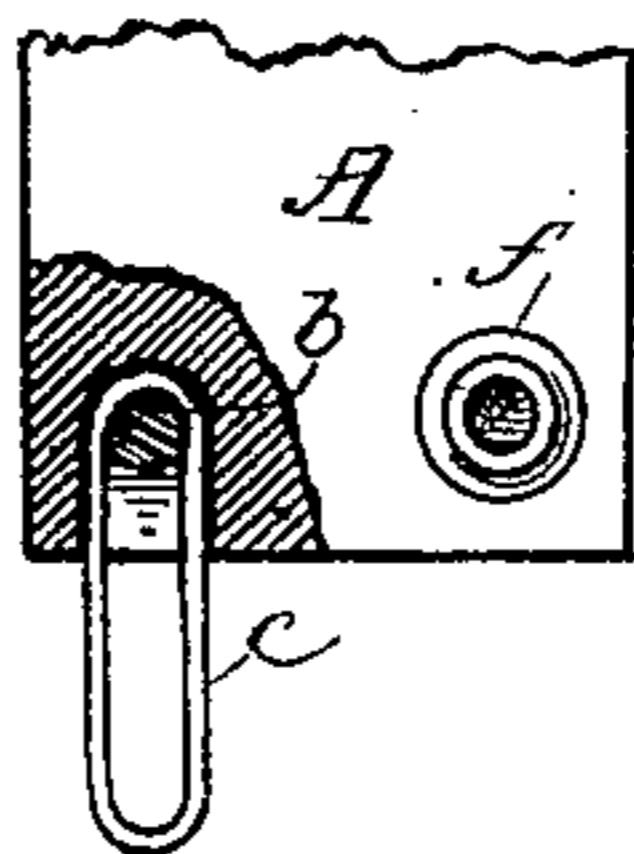
M. OWENS.
CAR COUPLING.

No. 262,104.

Patented Aug. 1, 1882.



Attest:
Walter Waldson
J. L. Middleton



Inventor
Mathew Owens
by Hein Spear
Atty.

UNITED STATES PATENT OFFICE.

MATHEW OWENS, OF QUINCY, ILLINOIS, ASSIGNOR OF ONE-HALF TO HERMANN FELKER, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 262,104, dated August 1, 1882.

Application filed May 23, 1882. (No model.)

To all whom it may concern:

Be it known that I, MATHEW OWENS, of Quincy, in the county of Adams and State of Illinois, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to car-couplings of that class in which a pin is lifted and connected by a lever or rod, whereby the cars may be coupled without requiring the attendant to go between them.

My invention consists of the details and combination hereinafter described.

In the accompanying drawings, Figure 1 shows a front view of a car with coupling attached. Fig. 2 shows a side elevation; Fig. 3, a plan view, partly in section, of the draw-head.

The draw-head A is of the class which may be described as double draw-heads, having upon one side a cavity for the purpose of holding a link and on the other side a cavity with a pin, which may be raised or dropped to uncouple or couple the cars.

The draw-head is marked A.

a indicates a cavity, which is made of the width of an ordinary link. It is provided with a pin, *b*, to hold the link *c* in place. The link *c* fits snugly, so that it is capable only of slight vertical movement, but is held in any desired position by means of the sides of the pin coming in positive contact with the sides of the cavity, so that the link remains in line with the opposite draw-head and movable pin, and may be turned up and down slightly to adapt it to draw-heads of different heights.

The cavity *d* on the other side of the draw-head A is made larger and flaring at its mouth, so that the link will have free space to move to the right or left when the cars are going around a curve. This cavity *d* is provided with a movable pin, *e*, which projects through a boss, *f*, in the upper part of the draw-head.

On the front end of the car I pivot a lever, *g*, the handle of which projects a little beyond the side of the car, so that it can be grasped by the hand, and the inner end is bent forward to come into line with the pin, to which it is attached, being linked so as to admit of free

movement of the pin when the draw-head is pushed back against its spring.

A catch, *l*, is fixed to the car in such position that when the lever by depression has raised the pin to clear the link, but not to leave the boss, the lever may be caught under the catch and hold the pin in raised position, but retaining it entered into the draw-head.

It will be understood that this lever may be operated by an attendant by the side of the car, and he may thereby lift the pin and hook the lever with the pin raised in proper position for the link of the opposing car to enter, and after it is entered he has simply to uncatch the lever and allow the pin to fall. I also provide a rod extending through guides *m m* to the top of the car, by means of which the pin may be manipulated by an attendant on the top; but this is not likely to be frequently needed.

It will be understood that the cars are to be provided with the same kind of couplings at both ends, with the fixed links on opposite sides, so that even if the cars are reversed the links will always come into proper position, each draw-head having a fixed link and a cavity with a removable pin, all as described.

The disadvantages attending the use of this removable pin and lever heretofore are, that they have been adapted simply to a single draw-head and were less practicable in use, because, as all the draw-heads must be alike, no provision was made for holding the link in position, and the same necessity existed for the attendant to go between the cars to direct the link.

By my arrangement of the double draw-head and the rigidly-held link the link may be directed properly, and will remain in its position, so that the attendant stands by the side of the car and end of the same to loosen the lever.

I am aware that double bumpers, or bumpers having two hooks and cavities, have been heretofore known; also, that devices for lifting the hooks or connecting mechanism from the top and sides of the car are not new, and I limit my claim accordingly.

What I claim is—

The combination, with a railway-car, of a draw-head having an enlarged and flaring

cavity, *d*, adapted to receive the link from the
draw-head of an opposite car, and provided
with a boss, *f*, and pin *e*, said draw-head hav-
ing also a small cavity adapted to fit snugly to
5 the link and hold it in proper direction, a bent
lever, *g*, a catch, *l*, and a vertical rod, the le-
ver and the rod being connected to the pin *e*,
and all the parts being arranged to operate as
shown and described.

In testimony whereof I have signed my name 10
to this specification in the presence of two sub-
scribing witnesses.

MATHEW OWENS.

Witnesses:

F. L. MIDDLETON,
I. E. MIDDLETON.