

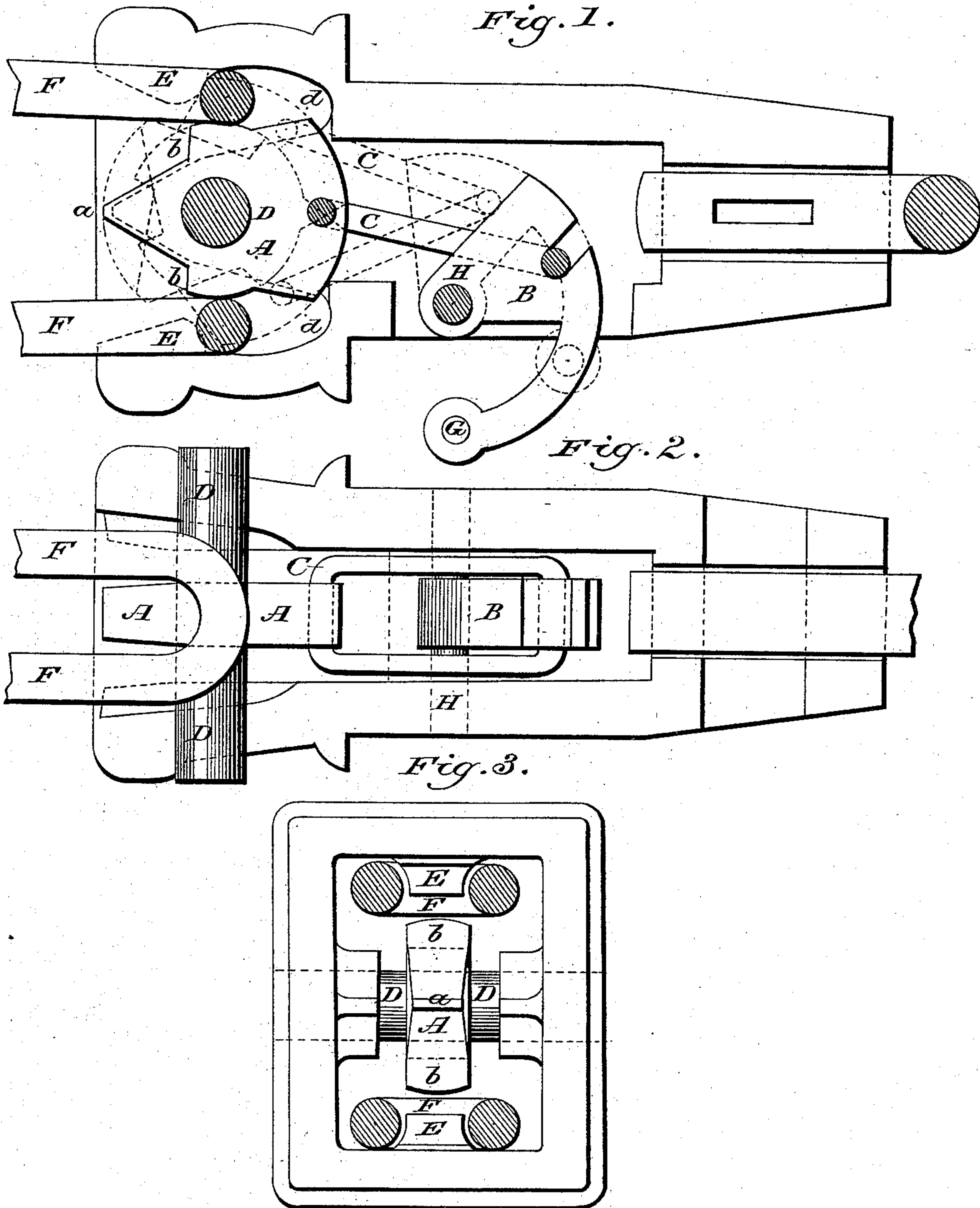
(No Model.)

C. H. PELTON.

CAR COUPLING.

No. 269,956.

Patented Jan. 2, 1883.



Witnesses:
A. A. Jones
E. M. Vanderfield

Inventor:
Chas. H. Pelton

UNITED STATES PATENT OFFICE.

CHARLES H. PELTON, OF GRAND RAPIDS, MICHIGAN, ASSIGNOR OF ONE-THIRD TO JOHN A. WHEELER, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 269,956, dated January 2, 1883.

Application filed July 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. PELTON, of the city of Grand Rapids, in the county of Kent and State of Michigan, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification.

The invention relates to that class of car-couplers which couple the cars automatically, and may be uncoupled by a person without the necessity of stepping between the cars; and the object of my invention is to construct a safe and economical car-coupler, which will do away with the coupling-pin, and which may be operated from the side or top of the car. This object I accomplish by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a vertical sectional view of a draw-bar and bumper to which my invention is applied, through the line *xx* of Fig. 3. Fig. 2 is a top view of a draw-bar and bumper with the upper part of the draw-bar and bumper removed, in order to show the coupling proper in perspective; and Fig. 3 is a front view of a bumper to which my invention is applied, with a portion of the link cut off so as not to obstruct the view.

Similar letters refer to similar parts throughout the several views.

A is an eccentric, provided with the shoulders *b b*, one on either side, and turns freely on the large bolt *D D*, which bolt is supported in the draw-bar in any suitable manner.

B is a lever and weight, having *H* for its fulcrum. It is connected by means of the link *C* to the back end of the eccentric *A* in such a manner that the weight of lever *B* holds the eccentric in coupling position, as shown in Fig. 1, at all times except when the car is being coupled or uncoupled. The front end of the eccentric is beveled to an edge, as is shown by *a*, so that when the link is brought in contact with it it will pass on one side or the other and strike one of the shoulders *b b*. *F F* are links in the position they occupy when the cars are coupled.

E E are lugs or projections on the draw-head, one on either side, designed to hold the link when the car is coupled, and *G* is a place

for attaching a lever to be used in uncoupling the cars. When the lever is raised for uncoupling of the car, the parts *A*, *b b*, *C*, and *B* occupy the positions shown by the dotted lines in Fig. 1. The eccentric *A* being provided with the two shoulders *b b*, the car is coupled equally well whether the link passes above or below the fulcrum *D*.

The operation of my invention is as follows: Let the lever *B* be attached by the link *C* to the eccentric *A*, so as to hold it in the position shown in Fig. 1. Then bring the link *F* in contact with the edge *a* of the eccentric, and it will pass or slide by and strike against shoulder *b*, drive it back until the link *F* drops into the recess back of lug *E*, when the shoulder *b* is relieved from the pressure, and the eccentric *A*, balanced by lever *B*, again assumes the position shown in Fig. 1, thus coupling the car. It makes no difference whether the link passes above or below the fulcrum of the eccentric in coupling. When the car is coupled the link is held firmly in place, and cannot be removed without raising lever *B*. The car is uncoupled by raising lever *B*, which turns the shoulder *b* back, which allows the link to readily escape from the recess back of lugs *E E*.

The link *F* can be held in a horizontal position, or otherwise, by crowding it back into the space between the eccentric and the draw-bar—that is, by crowding back farther than it is in its natural coupling position, when the eccentric pressing upon it will be held there by the weight of the lever *B*, so that the link will be in proper position to couple with the coupling device in another car.

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

The eccentric *A*, turning on bolt *D*, and provided with the shoulders *b b* and beveled point *a*, in combination with the draw-bar having lugs *E E*, the connecting-link *C*, and lever *B*, provided with the fulcrum *H*, all constructed and arranged substantially as described.

C. H. PELTON.

Witnesses:

KITTIE A. GREEN,
LOUIS LONG.