

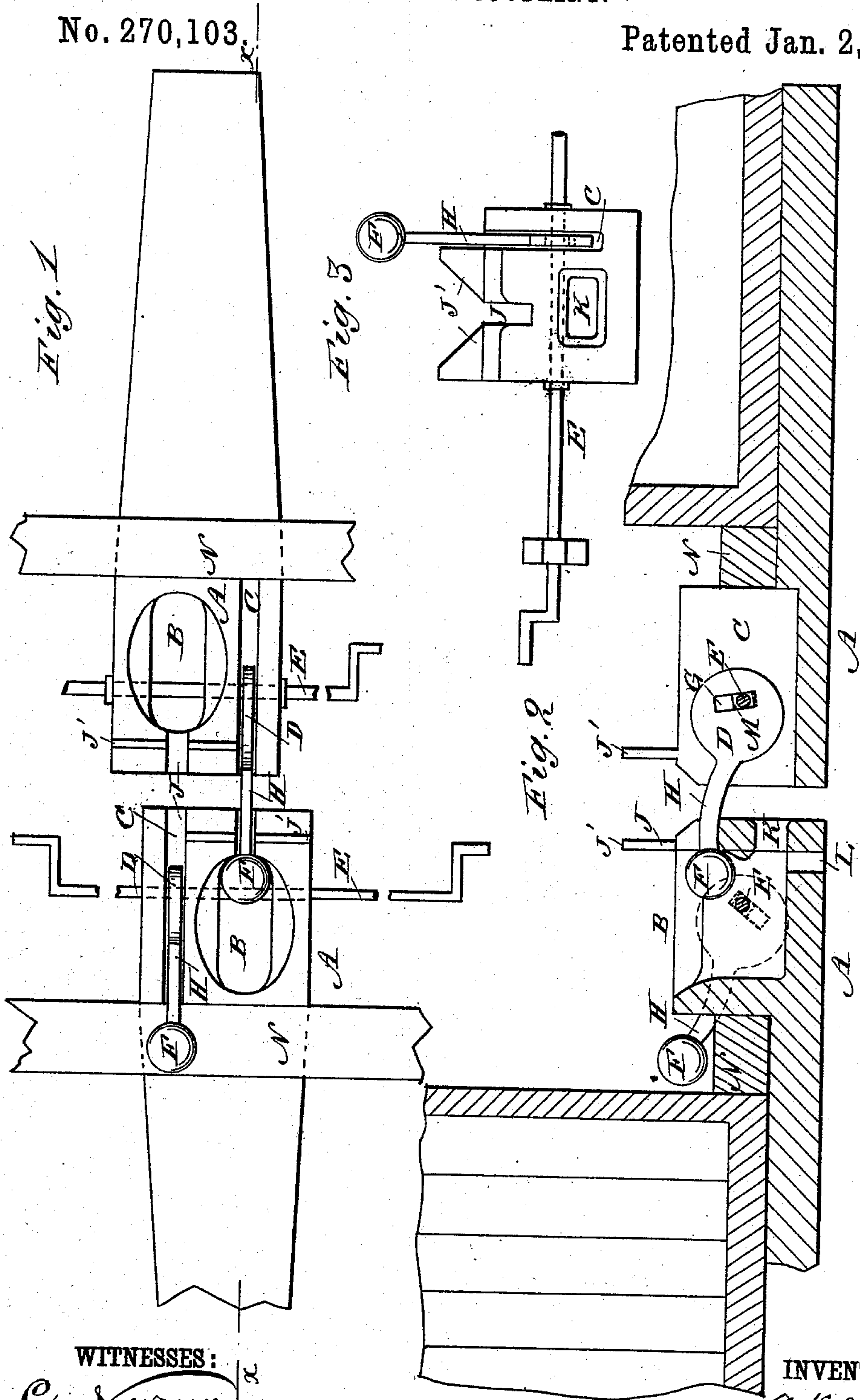
(No Model.)

A. K. OWEN.

CAR COUPLING.

No. 270,103.

Patented Jan. 2, 1883.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ASA KENTON OWEN, OF TENNESSEE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 270,103, dated January 2, 1883.

Application filed June 5, 1882. (No model.)

To all whom it may concern:

Be it known that I, ASA KENTON OWEN, of Tennessee, in the county of McDonough and State of Illinois, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the combination, with a draw-head having a recess in the upper surface and a raised outer end provided with a vertical recess, of a rod or arm having a ball or head on its outer end and a slotted disk on its inner end, which disk is in a vertical recess in the draw-head. A transverse rod passes through the draw-head and through the slot in the disk, and has a plate or block which is in the slot, so that the arm will be swung when the transverse rod is turned, as hereinafter fully set forth, and pointed out in the claims.

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 two draw-heads united by means of my improved coupling. Fig. 2 is a longitudinal sectional elevation of the same on the line *x x*, Fig. 1. Fig. 3 is an end elevation of one of the draw-heads.

The draw-head A is provided in its upper surface with an elongated recess, B, having its sides beveled, and at one side of this recess it is provided with a longitudinal vertical recess, C, adapted to receive a disk, D, attached to one end of a bar or rod, H, having a ball, F, or head or hook attached to the other end. The disk D is provided with a transverse slot, G, and through this slot a rod, E, passes, which passes transversely through the draw-head and extends to the sides of the car, and is provided with crank-handles or equivalent devices at the ends. The outer end of the draw-head is raised at J', and is provided with a vertical slit or recess, J, which has the upper parts of the edges beveled to direct the rod H of the other draw-head into the recess or slit J. The outer end of the draw-head is provided with an aperture, K, for receiving a link, and with a pin-aperture, L, so that a link and pin coupling can be used with this draw-head. At that point at which the rod E passes through the slot G it is provided with a short transverse plate or block, M, fitting in the slot, but not

of the length of the same, so that it can play in the slot in the direction of the length of the slot. Directly behind the recessed part of the draw-head the dead-wood N is secured on the top of the same, on which block the ball F can rest when the arm or rod H is thrown back.

The operation is as follows: If the ends of the draw-heads come together, the rods E are turned to throw the ball or head F of one draw-head into the recess B of the other, the arm or rod H passing into the slit or recess J. A double coupling will thus be formed. The ball or head F of one draw-head catches behind the raised part of the other draw-head, and the cars will thus be coupled. To uncouple the cars, the balls or heads are swung out of the recesses B of the opposite draw-heads by turning the rod E. The slot G permits the rods or arms H to adjust themselves if one draw-head is higher than the other. The coupling can be operated by a person standing at the side of the car, or by a person on the car, as may be desired.

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

1. The draw-head A, having its outer end raised at J' and provided with the elongated recess B, the vertical recess J, and the longitudinal recess C, in combination with the disk D, provided with the arm H, having the ball F on its outer end, and the rod E, provided with cranks on its ends, substantially as shown and described, whereby the arms are adapted to be raised or lowered by turning cranks of the rod and the balls of the said arms to lie within the draw-head when lowered, as set forth.

2. The combination with the draw-head A, provided with a recess, B, and with a vertical longitudinal recess, C, of the arm H, the ball or head F on the outer end of the same, the disk D on the inner end of the same, and provided with a slot, G, and of the transverse rod E, provided with a plate or block, M, in the slot G, substantially as herein shown and described, and for the purpose set forth.

ASA KENTON OWEN.

Witnesses:

WM. COOK,
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