

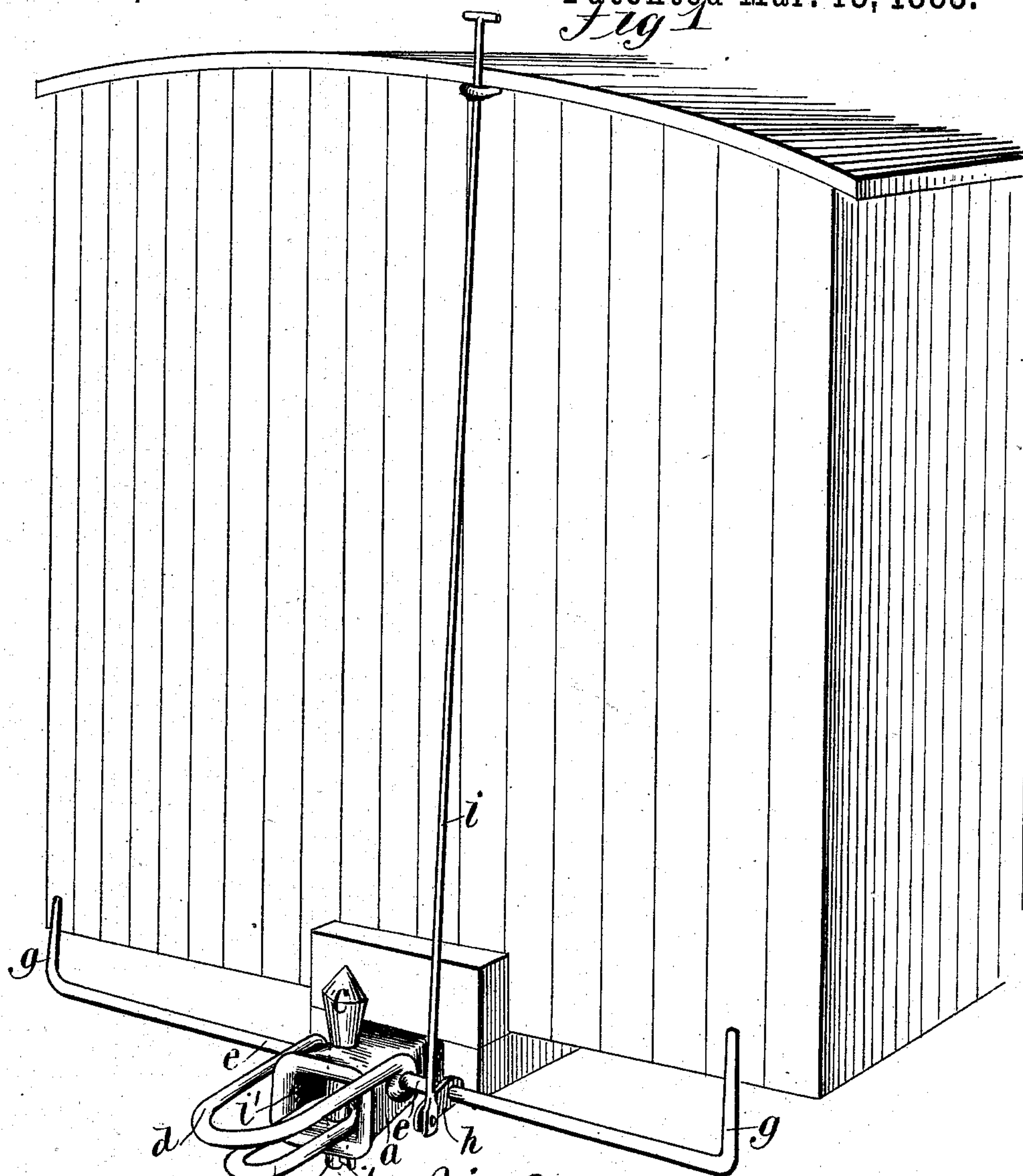
(No Model.)

E. S. CARTER.

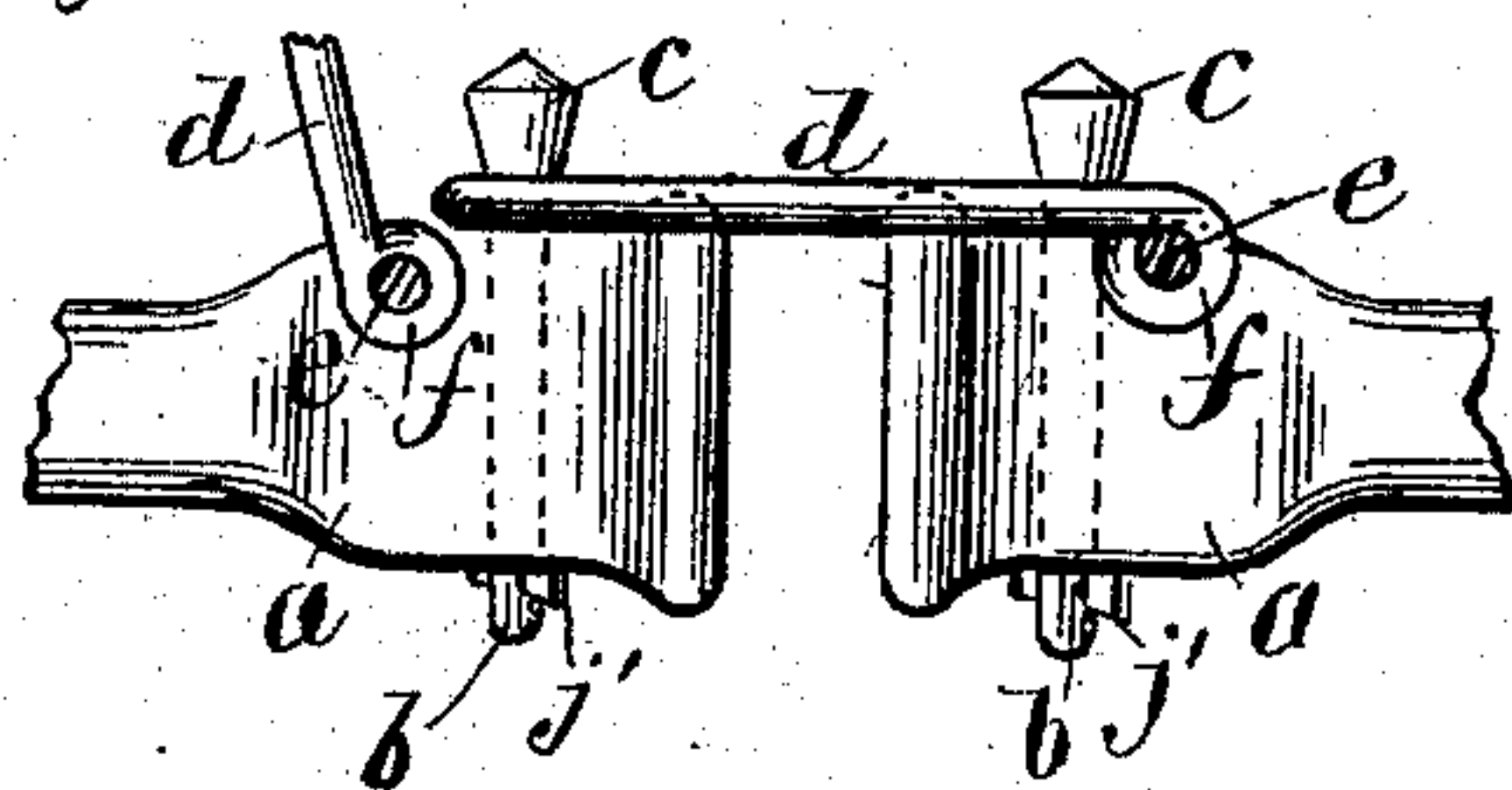
CAR COUPLING.

No. 273,950.

Patented Mar. 13, 1883.



*Fig 2*



WITNESSES:

*J. D. Garfield*  
*C. Sedgwick*

INVENTOR:

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BY

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# UNITED STATES PATENT OFFICE.

EDWARD S. CARTER, OF KEOKUK, IOWA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 273,950, dated March 13, 1883.

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

*To all whom it may concern:*

Be it known that I, EDWARD S. CARTER, of Keokuk, Lee county, Iowa, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

My invention consists of a clevis-shaped link connected by its ends to the draw-bar of ordinary form by a bolt passing through the draw-bar horizontally and extending each way therefrom to the sides of the car, where it is cranked to be worked by hand for swinging the link up and down to couple with a strong head of the ordinary coupling-pin projecting upward from the draw-bar, and securing a common link in the socket of the draw-bar, making an extremely-simple device to be operated from the sides of the car, or from the top, to which a rod extends from an arm on the link-bolt for the purpose, all as hereinafter fully described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both figures.

Figure 1 is a perspective view of the end of a freight-car with my improved coupling devices applied to it, and Fig. 2 is a side elevation of the heads of the draw-bars of a couple of cars coupled by the said improved coupling.

The head *a* of the draw-bar may be made in the ordinary form and dimensions or otherwise, as may be preferred, but may, perhaps, require a little larger hole for a stronger coupling-pin, *b*, than commonly used, especially in the upper part, to receive the pin, which I make larger, and construct with a strong extension of the head *c* sufficiently above the top of the draw-bar to couple by a clevis-link, *d*, swinging down over the pin-head onto the upper surface of the draw-bar, said clevis-link being coiled around a bolt, *e*, by its ends *f*, and made fast to it, and connected to the draw-bar thereby, said bolt passing through a hole in the draw-bar; or it may be a box or cap attached to the top of the draw-bar, and being used to swing the link up and down to couple and uncouple the cars.

In order that the link may be worked from the sides of the cars, the bolt *e* is extended each way thereto, and the ends *g* are bent up, as shown, for cranks or levers by which to work it. The rod *e* is also connected by an arm, *h*, with a rod, *i*, extending to the top of the car, for working the link therefrom. The draw-bars have the usual link-socket, *i'*, and a common link, *j*, may be secured in one or both of the coupled draw-bars, to be employed in case cars not having the improved coupling are to be coupled at any time. These links may be shoved back in the sockets, out of the way, when not to be used. The pins will be secured by keys *j'*.

The simplicity of this improved coupling, together with its manifestly durable quality, will be understood at once.

I am aware that it is old to employ a link arranged to operate outside of the draw-head and to take over the head of the pin of the opposite draw-head, as is also mechanism for operating the link from the top and sides of the car.

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

In a car-coupling, the combination, with the draw-head *a* and coupling-pin *b*, having the upwardly-flared head *c*, of the clevis-shaped link *d*, fixed to the shaft or rod *e* at the sides of the draw-head *a*, said rod or shaft passing through and projecting beyond the draw-head to nearly the sides of the cars, where it is provided with handles *g*, said shaft having also an arm, *h*, to which is connected a rod, *i*, with its weight received upon the outer end of said arm to hold the link down upon the draw-head of the opposite car, as against being accidentally vibrated above the head of the coupling-pin, as shown and described.

EDWARD S. CARTER.

Witnesses:

ARTHUR H. MOODY,  
ED. F. BROWNELL.