

(No Model.)

A. C. STEVENS.

CAR COUPLING.

No. 294,696.

Patented Mar. 4, 1884.

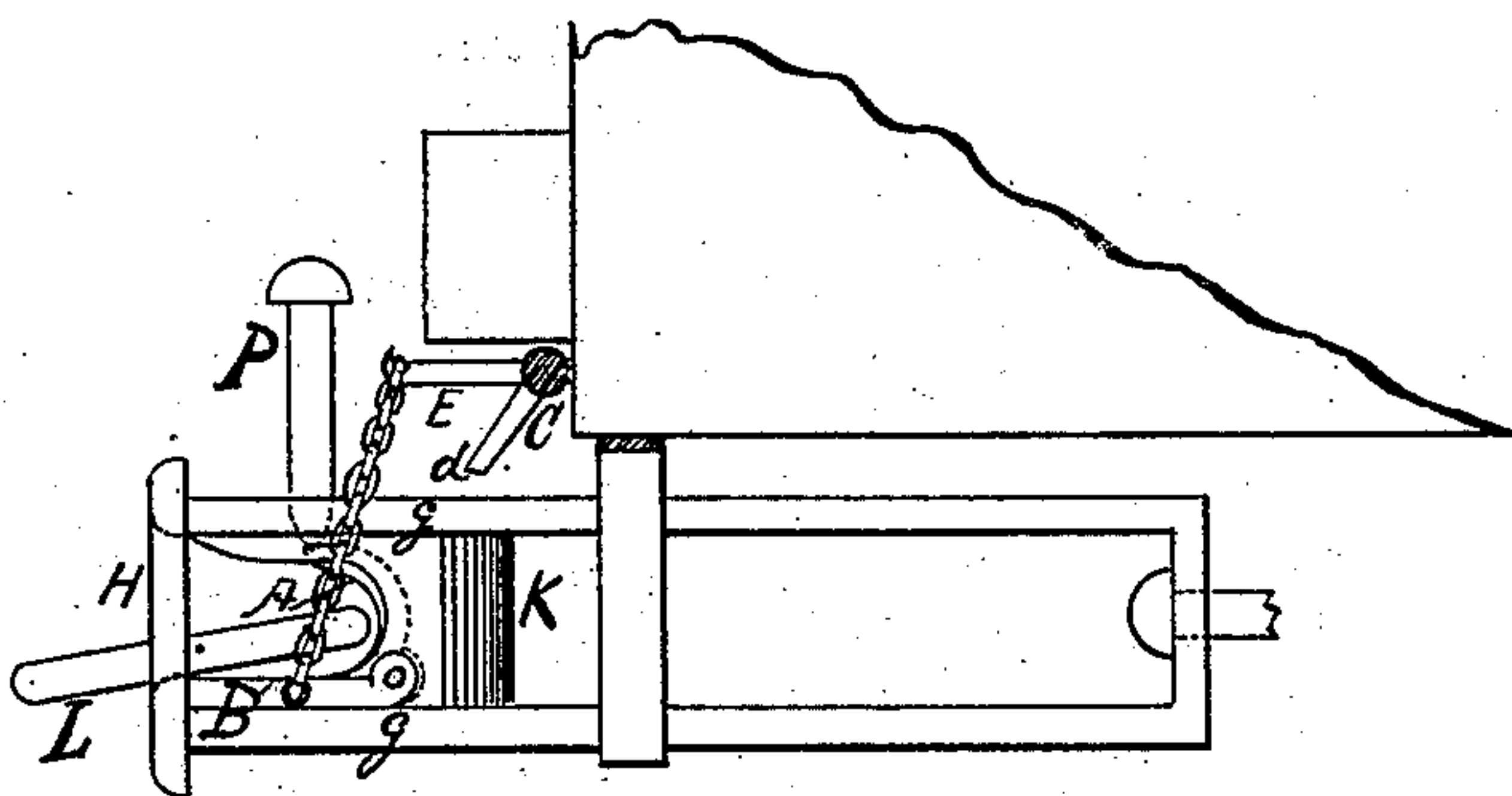


Fig. 1.

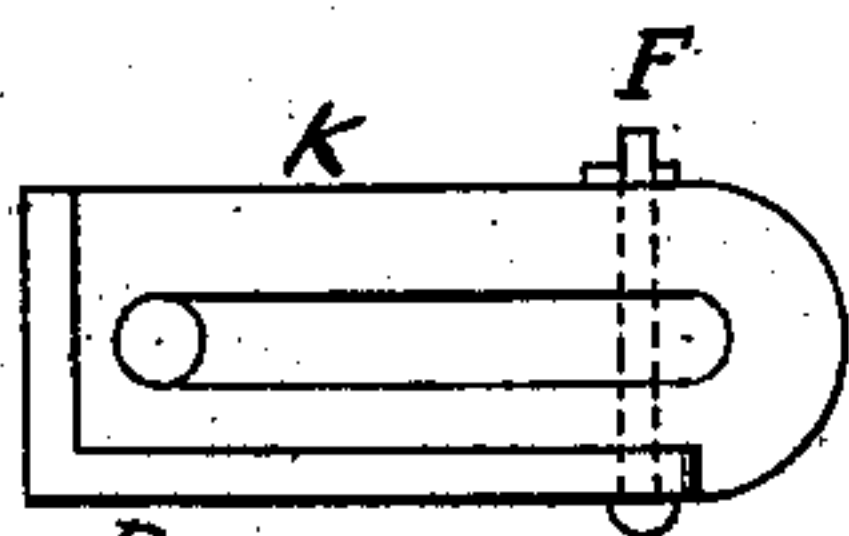


Fig. 2.

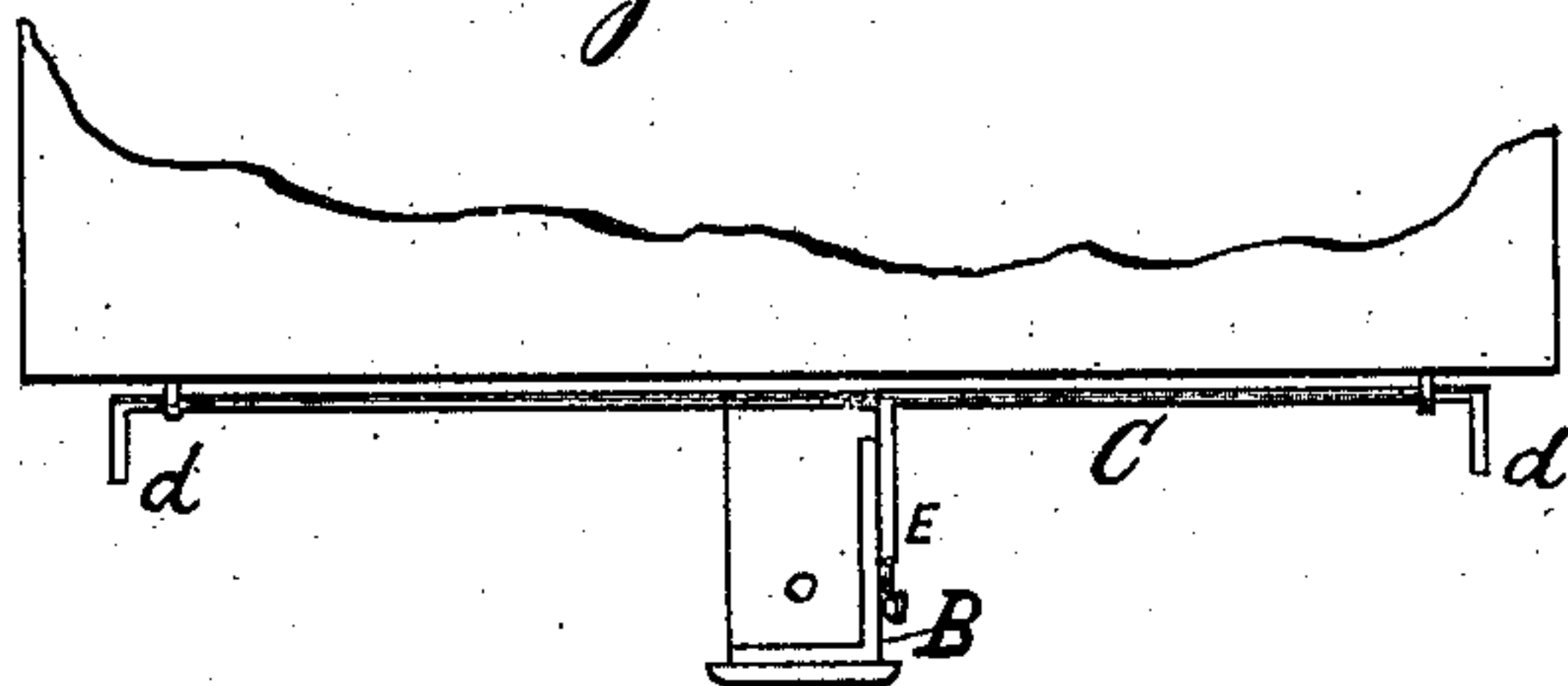


Fig. 3.

Witnesses
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ALONZO C. STEVENS, OF ELMIRA, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 294,696, dated March 4, 1884.

Application filed March 15, 1883. (No model.)

To all whom it may concern:

Be it known that I, ALONZO C. STEVENS, a citizen of the United States, and a resident of Elmira, Chemung county, New York, have invented certain Improvements in Car-Couplers, of which the following is a specification.

My invention relates to that class of couplers principally used on freight-cars. It is a movable block, and is adapted to be inserted in any draw-head where a top and bottom plate are used, and is so constructed that by the use of a rod, which is attached to the end of the car, the cars may be coupled from the outside, thereby rendering it unnecessary to go between the cars or on the track to make the desired connections.

In the drawings, Figure 1 is an elevation of a draw-head with my invention attached. Between Figs. 1 and 2 dog A is fully shown by itself. Fig. 2 represents the bottom plan of the block K, where the lifting-lever B is attached, showing by dotted lines the bolt F, which pivots both the lifting-lever B and dog A. Fig. 3 shows the method of operating the lifting-lever B by means of the rolling rod C.

The draw-head consists of top and bottom plates, *g*, and end buffer-plate, H. Between the top and bottom plates, *g*, near the front end, is bolted a U-shaped block, K, which is made as wide as the top and bottom plates of the draw-head. The front part of this block K is hollowed out to a U shape the necessary length to allow a link to enter half-way. The back part of this block is solid, and fills the entire space between the draw-head plates. The top front end of the U-shaped block K is beveled toward the mouth of the draw-head, and offers no impediment to the link entering. The front of the bottom part of this block is of a uniform thickness, but not as long as the top part, room being left between this end and the buffer-plate H for a lifting-lever, hereinafter described. This part is protected from injury by the lower part of the mouth of the buffer-plate H, extending above the bottom plate of the draw-head.

Inside of the U-shaped block K is a slot, in which is pivoted, near the rear, at the bottom, by bolt F, a U-shaped dog, A, which works automatically, and is fully shown between Figs. 1 and 2 in the drawings. The top and

bottom ends of this dog extend toward the front end of the draw-head. The top end of this U-shaped dog, being the longer, falls by its own eccentricity in front of the pin-hole in the top plate of the draw-head and offers a support for the coupling-pin P until a link entering to couple drives the dog A backward and allows the pin to drop.

To one side, near the bottom and rear end of the U-shaped block K, is pivoted by bolt F an L-shaped lifting-lever, B. The lower end of this lever lies on the front part of the bottom plate of the draw-head, between the buffer-plate H and the lower front end of the U-shaped block K, and is protected from injury by its being inside of the buffer-plate H and the same thickness as the lower front part of the U-shaped block K.

To the end of the car is attached a rolling rod, C, as shown in Fig. 3 of the drawings. This rod is made shorter than the car is wide, and the ends are bent down to form handles D, and is so pivoted to the car above the draw-head that it cannot be moved endwise, and can only be turned in an upward and downward direction as required. The handles resting against the end of the car prevent its turning in an opposite direction. Near the center of this rolling rod C is a short tongue, E. To the front end of this tongue is attached one end of a small chain, the other end of which is connected to the outside near the center of lifting-lever B. In this connection an upward turn of the rod on the car raises the lifting-lever B and link L to any desired position. I have contemplated operating this lifting-lever B in various ways: first, by the use of a rolling rod; second, by a chain working through a pulley to the end of the car; and, third, by a handle attached to the side of the lifting-lever.

What I claim, and desire to secure by Letters Patent, is—

1. In a car-coupling, the combination of the upper and lower draw-head plates, *g*, and buffer-plate H with a removable U-shaped block, K, having connected therein a U-shaped dog, A, for holding and tripping the coupling-pin, also an L-shaped lifting-lever, B, all as and for the purpose set forth.

2. The U-shaped dog A, pivoted at the rear

near the bottom and working automatically in a slot in the U-shaped block K.

3. The L-shaped lifting-lever B, pivoted to the side near the rear end of the U-shaped block K by the same bolt that pivots the U-shaped dog A, and the other end of which lies inside of buffer-plate H, and its connection

with the rolling rod C, which is attached to the end of the car, substantially as and for the purpose set forth in the foregoing specification.

ALONZO C. STEVENS.

Witnesses:

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