

(No Model.)

L. B. OWEN.
CAR COUPLING.

No. 308,852.

Patented Dec. 2, 1884.

Fig. 2.

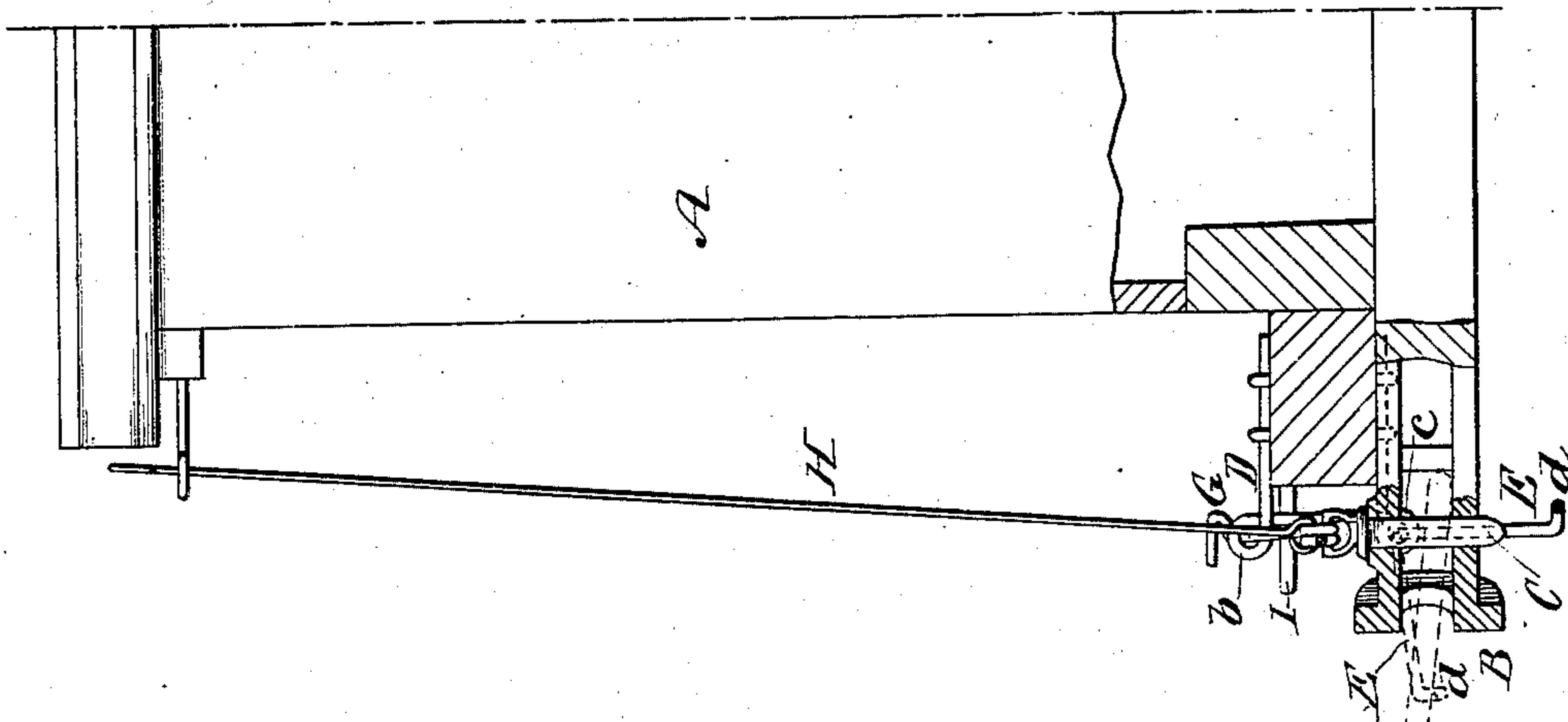
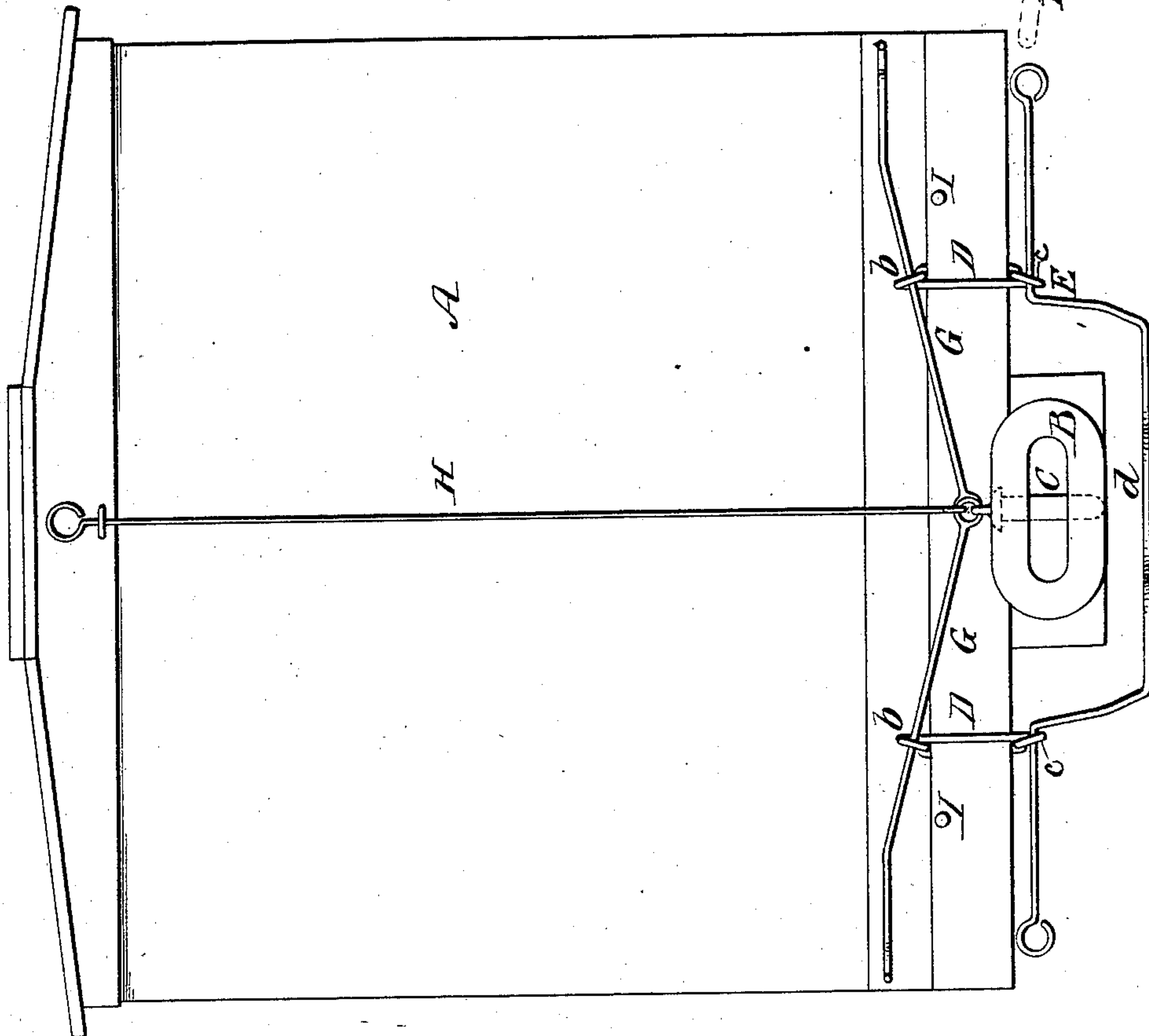


Fig. 1.



WITNESSES:
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INVENTOR:
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ATTORNEYS.

UNITED STATES PATENT OFFICE.

LUTHER B. OWEN, OF CEDARTOWN, GEORGIA, ASSIGNOR TO HIMSELF, AS TRUSTEE, AND MILLER A. WRIGHT, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 308,852, dated December 2, 1884.

Application filed September 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, LUTHER B. OWEN, of Cedartown, in the county of Polk and State of Georgia, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

This invention, which is applicable to both freight and passenger cars, relates to that description of coupling devices in which the coupling-pin, by means of a system of levers and rods, is made capable of being manipulated from the top and sides of the car, and in which a bail capable of operation from either side of the car, without going in between the cars, is used to control the coupling-link to couple or uncouple the cars. All this my invention does with safety, ease, and convenience, and by the particular construction and combination of its parts it may be readily applied to cars using the ordinary bumpers, coupling links and pins, no special construction of draw-head being necessary, and the same mechanism, by suitably changing or adapting its rods or wires, being applicable to any kind of car. All springs, too, are or may be dispensed with, and great simplicity generally is obtained.

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 represents an end view of a car box or body with my invention applied; and Fig. 2 a partly sectional longitudinal elevation, the car box or body being only shown in part.

A indicates the car box or body, and B its draw-head. C is the coupling-pin.

Secured to the under and upper sides of the lower end sill of the car-body on each side of the draw-head, and at suitable distances therefrom, are two rigidly-attached bent rods, D D, arranged to project in front of or beyond said sill, and each constructed to form an upper eye, *b*, and a lower eye, *c*, having a lateral exposure. The lower pair of eyes, *c c*, serve as free bearings for outer opposite straight end portions of a cranked rod or bail, E, the cranked portion of which is of a suitable size, when turning said rod, lever, or bail, to work

outside of and in front of and below the draw-head. This forms the link-lifter and is capable of manipulation from either side of the car without the operator going in between the cars being coupled or uncoupled. In Fig. 2 it is shown by dotted lines as turned to lift or guide the link F, and by full lines as turned or dropped below the draw-head or bumper, so as to be out of the way. The central portion of the cranked part of said device is made with a crook, *d*, which compels the link to assume its proper position in the operation of the lifter. The device also has more or less of an end motion to aid the link in taking its proper position.

The upper eyes, *b b*, of the rods D D serve as fulcrums for two levers, G G, to rock on and slide through. These levers, which may either be made of round or flat iron, are jointed at their inner ends to the top of the coupling-pin C, and their outer ends may be crooked or bent to form handles for lifting the pin from either side of the car. The pin can be raised from the top of the car by a suitably-guided wire or rod, H. To keep the pin C, when being raised, from drawing entirely out of the draw-head, the outer ends of the levers G G are caused to strike on or against fixed stops or pins I I.

The whole coupling attachment is such that when applied to cars on one line it will in no way interfere with the coupling of the same cars transferred to another road not using the coupling, and the coupling and uncoupling may be made in the ordinary way when desired.

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

The combination, with the draw-head B, coupling-pin C, and link F, of the levers G G, the fixed stops I I, the rod or wire H, the eye-shaped supports D D, and the cranked rod or link lifter E, having a central crook, *d*, substantially as shown and described, and for the purposes herein set forth.

LUTHER B. OWEN.

Witnesses:

I. M. WATTS,
J. O. CRABB.