

(No Model.)

W. R. JENKINS, Jr.
CAR COUPLING.

No. 350,746.

Patented Oct. 12, 1886.

FIG. 1.

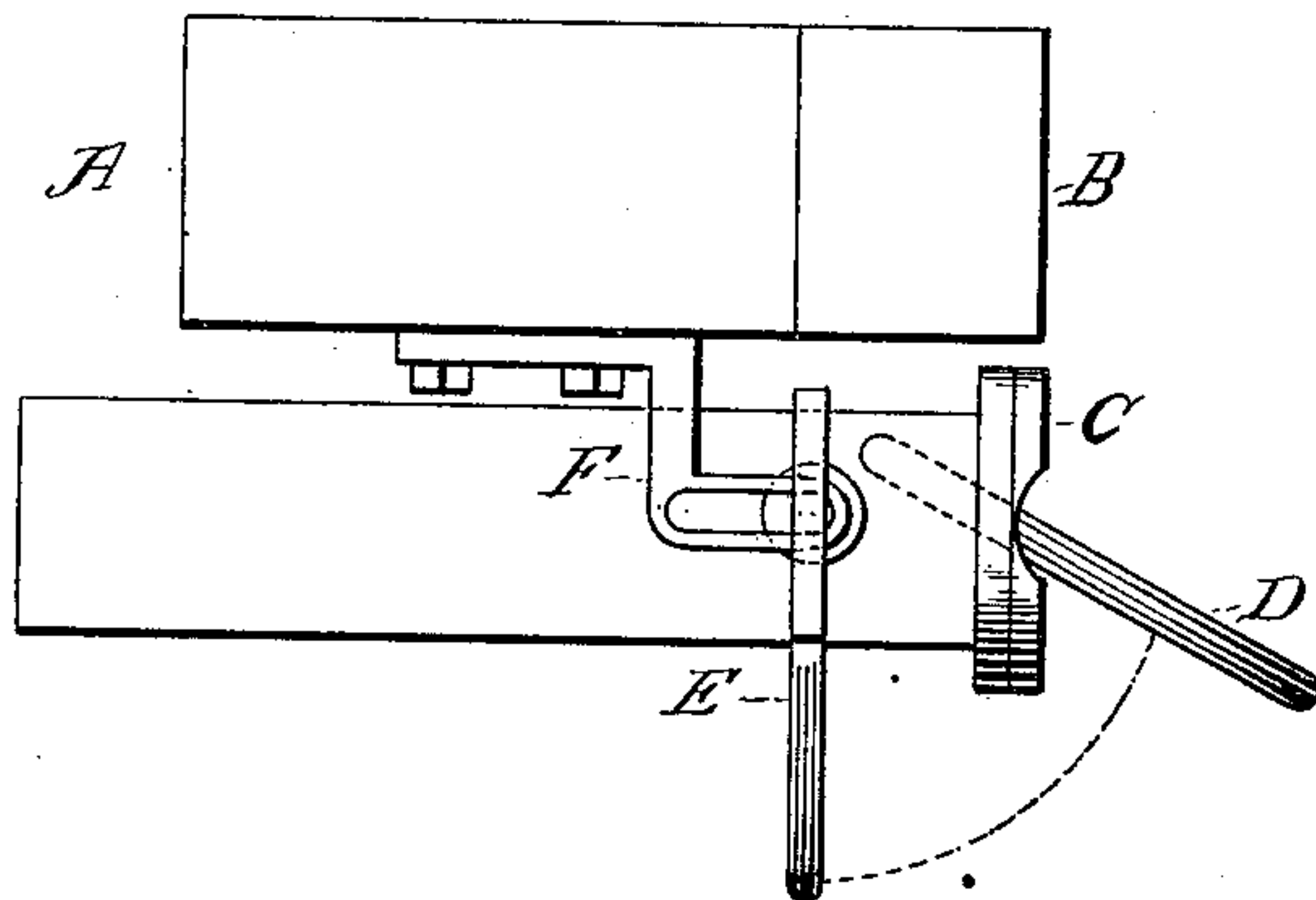
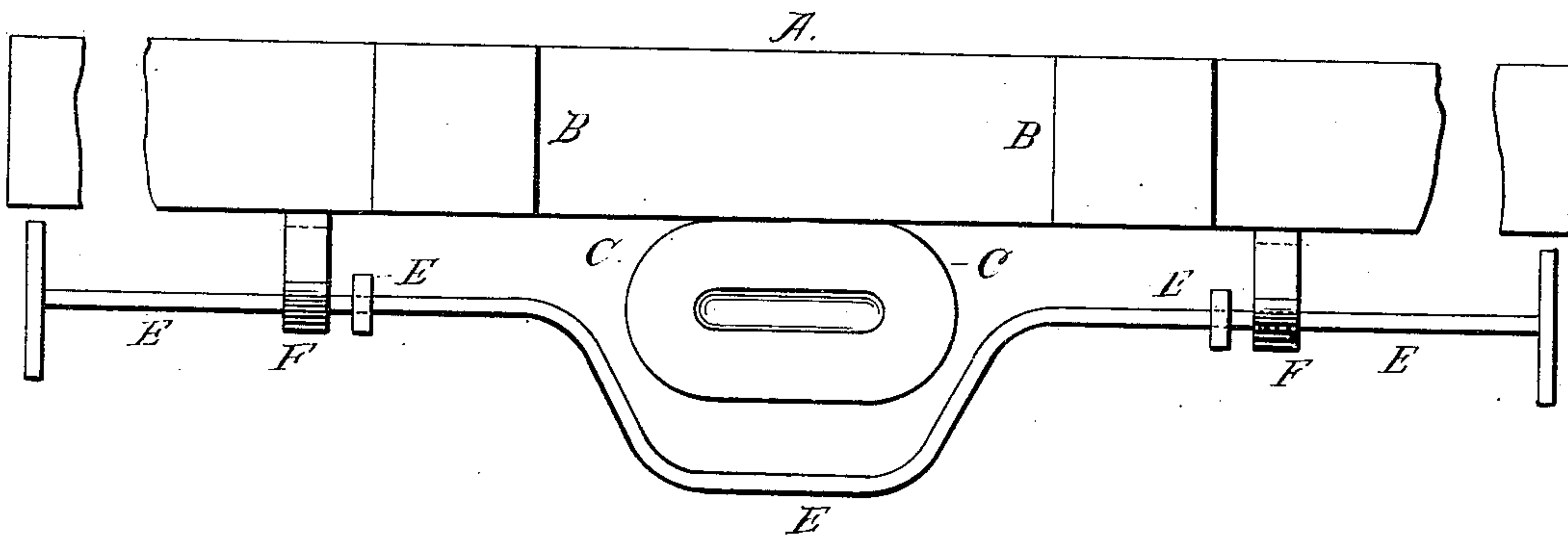


FIG. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM R. JENKINS, JR., OF BELLEFONTE, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 350,746, dated October 12, 1886.

Application filed February 23, 1886. Serial No. 192,922. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM R. JENKINS, Jr., a citizen of the United States, residing at Bellefonte, in the county of Centre and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improved car-coupler, which is adapted to be applied to any railroad-car without changing the construction of the pin, link, or draw-head; and it consists in a lifting-bar provided with a pair of collars for permitting a limited endwise movement of said bar, combined with a pair of slotted hangers, which support said bar and permit a compensating movement of the same lengthwise of the car, whereby the operator can remain outside of the buffers and lift the link into position for entering the draw-head of the approaching car, all as will be more fully hereinafter described and claimed.

For a better understanding of the details of construction and arrangement of the several parts, attention is invited to the accompanying drawings, in which—

Figure 1 is a side elevation of the end sill or platform of a railroad-car provided with my improved coupling device, and Fig. 2 a front view of the same and the parts of my coupling.

Like letters of reference denote corresponding parts in both figures.

A denotes the end sill or platform of a railroad-car, B B the buffers, C the draw-head, and D the link, all of which parts may be of the usual construction.

E is the lifting-bar, which is arranged transversely under the car, and is supported by hangers F F, secured to the bottom of the car, preferably on the outside of the buffer. This lifting-bar is preferably made T-shaped at each end to form a convenient handle, and at its center is bent like a bail to pass under the draw-head and to catch and support the link when the bar is turned so as to raise this bent portion.

The hangers F F, which support the lifting-bar, are each slotted lengthwise of the car, so that in case the bent portion of the bar is caught between the draw-heads the bar will

be free to slide back and drop to its normal position. Another reason for making slotted bearings in the hangers is that the draw-heads do not always project the same distance out from the car, and to overcome the difficulty incident to such variations the bar can be moved back or forward the distance required to bring its bent portion properly under the link.

On the bar E, between its bent portion and the hangers F F, are secured two collars, E' E', which are for the purpose of allowing an endwise movement of the lifting-bar in case it may be necessary to move the link sidewise.

In operation the T-handle on either end of the lifting-bar is grasped and turned so as to bring the bent portion up in the direction indicated by the dotted lines in Fig. 1, when the link is caught and may be held up in the desired position for entering the draw-head of the approaching car. On having entered the draw-head of the approaching car, the handle is let go and the bar drops down to its normal position.

The advantage asserted for my improved coupling device is that it may be attached to and detached from any railroad-car without necessitating any change whatever in the pin, link, or draw-head. Besides, it is cheaper, easier to make and to apply, and more efficient than others of its class.

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

1. In a car-coupler, the combination of the bent lifting-bar E, for guiding the link, the slotted hangers F F, for supporting said bar, and the collars E' E', secured on said bar between its bent portion and the hangers, substantially as and for the purposes set forth.

2. In a car-coupler, the combination of the lifting-bar E, made in a single continuous piece, with a T-handle at each end and a bent portion at the center; a pair of slotted hangers, F F, and a pair of collars secured to said bar on the inside of the hangers, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM R. JENKINS, JR.

Witnesses:

HARRY KELLER,

JNO. IRWIN, Jr.