

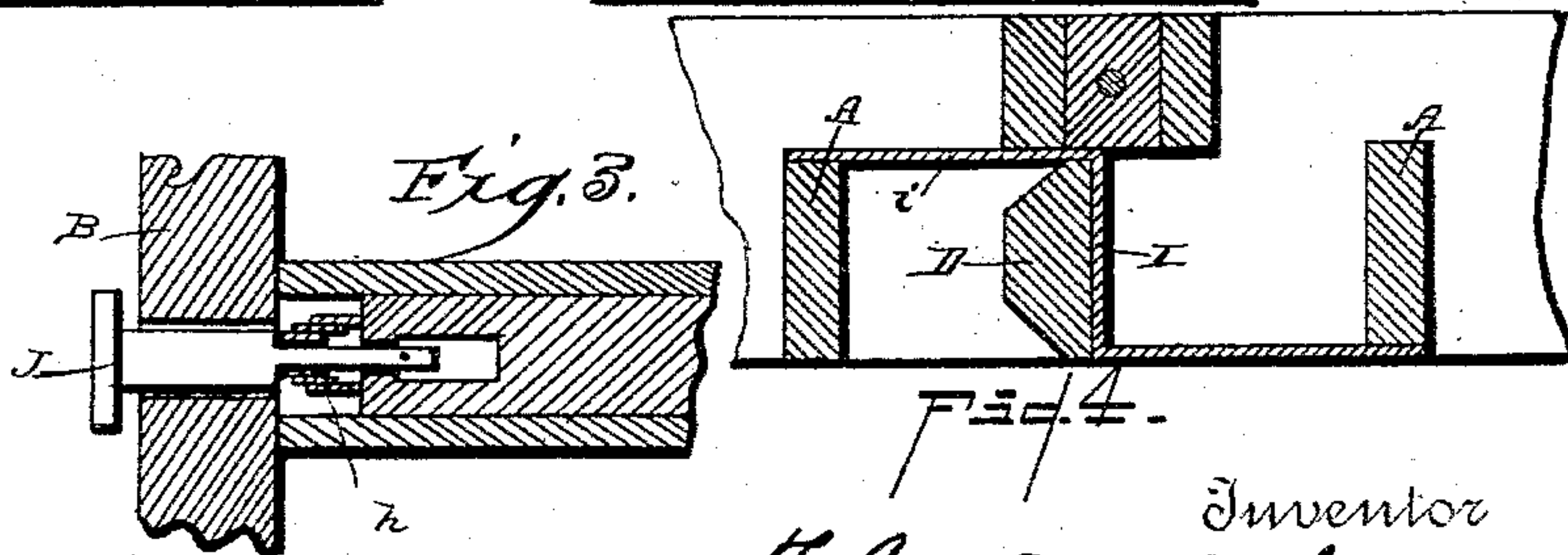
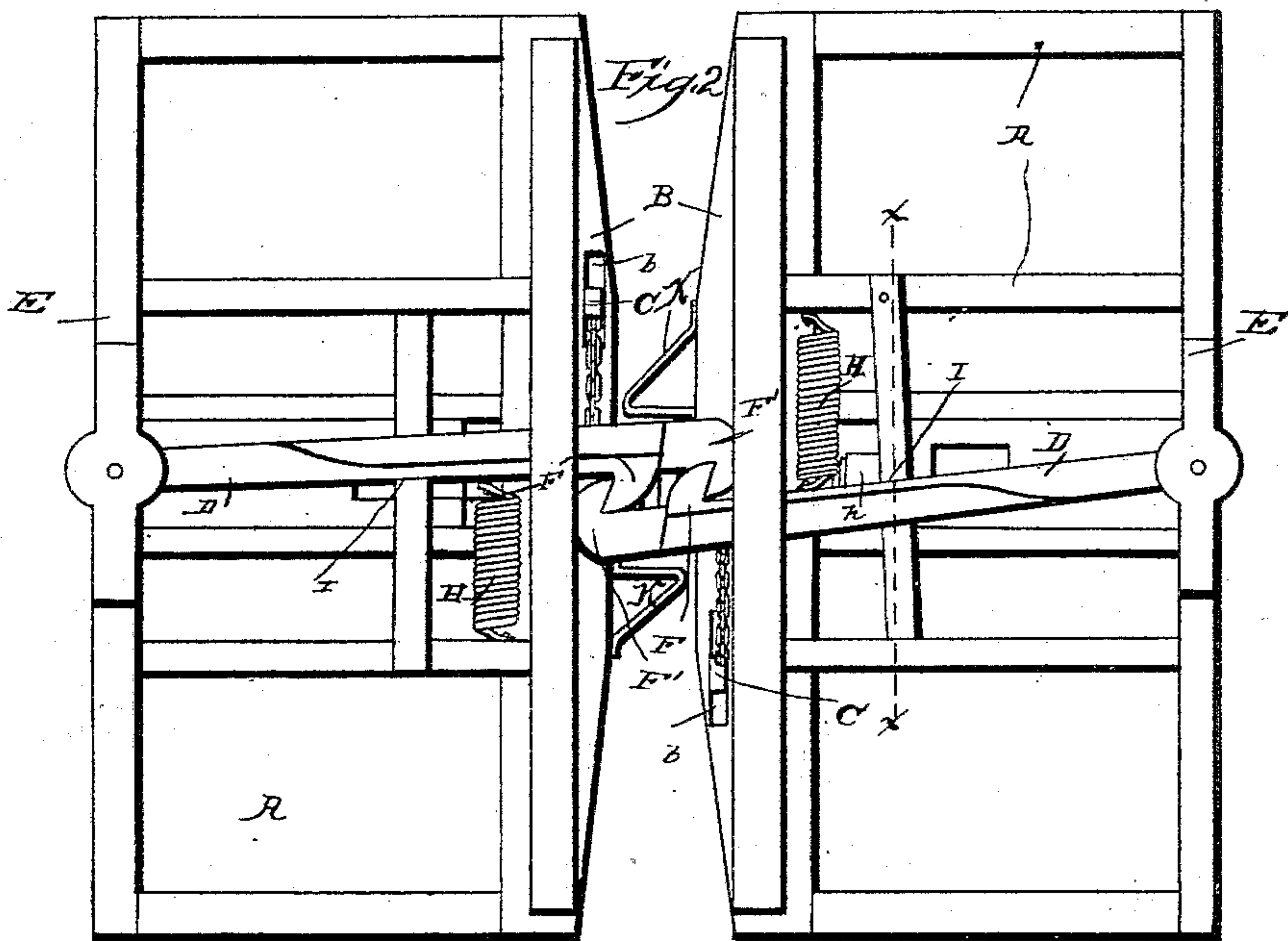
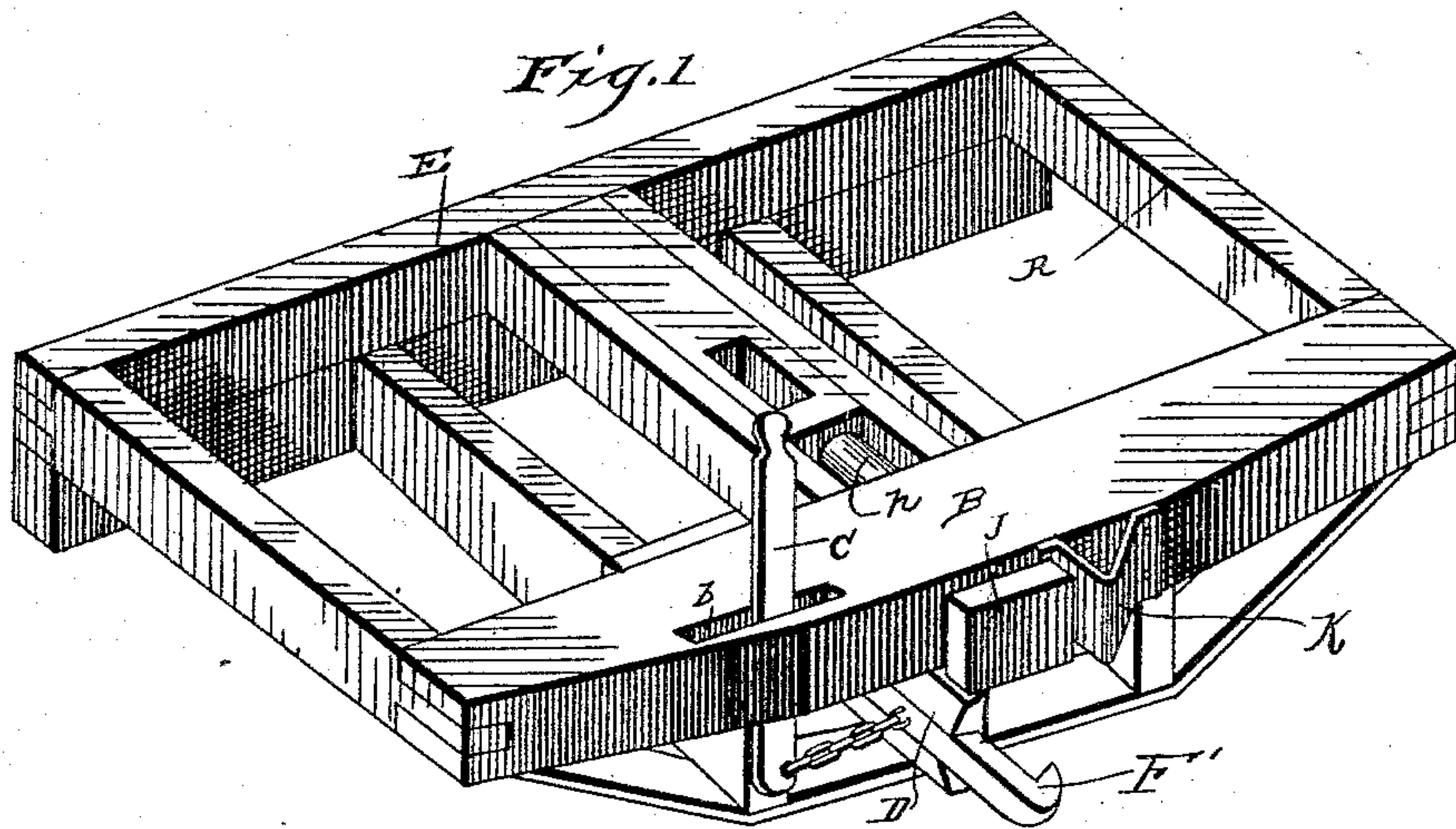
(No Model.)

T. G. ASHFORD.

CAR COUPLING.

No. 369,384.

Patented Sept. 6, 1887.



Witnesses  
*Henry G. Dietrich*  
*A. W. Bishop*

Inventor  
*T. G. Ashford*  
By his Attorneys  
*C. A. Shoups*



# UNITED STATES PATENT OFFICE.

THOMAS GRESHAM ASHFORD, OF COURTNEY, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 369,384, dated September 6, 1887.

Application filed May 24, 1887. Serial No. 239,244. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS GRESHAM ASHFORD, a citizen of the United States, residing at Courtney, in the county of Grimes and State of Texas, have invented new and useful Improvements in Car Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features, hereinafter described and claimed.

In the accompanying drawings, which fully illustrate my invention, Figure 1 is a perspective view of my improved coupling. Fig. 2 is a bottom plan view showing two couplings connected. Fig. 3 is a detail view showing the buffer, and Fig. 4 is a detail sectional view taken on the line *x x* of Fig. 2.

Referring to the drawings by letter, A designates the upper portion of the car-truck, and B the front cross-bar of the same, which serves as a platform. To one side of the center this platform is provided with a longitudinal slot, *b*, in which is pivoted a lever, C. This lever C extends above the platform a suitable distance for the proper operation of the same, and it also extends a short distance below the same.

D designates the catches, which are pivoted to the rear cross-bar, E, of the truck, as shown. These catches project forward of the platform or frame of the car, and are provided on one side at and near their forward ends with the shoulders or hook-shaped lugs F F'. Each of the catches D is provided with two of the shoulders F F', and the rear one is at least three times as large as the forward one, as shown, being so constructed as to couple to cars of different heights, and also to allow for vertical motion of the cars and to equalize draft.

H designates a coiled spring having one end secured to one of the longitudinal bars of the truck and its other end secured to the side of the catch from which the shoulders F project, thereby serving to hold the catch against the catch coupled thereto.

I is a stop arranged to one side of the catch to prevent the spring H drawing it too near the side of the car. These stops I are formed from a strip of sheet metal, *i*, having one end secured to the top of one of the longitudinal bars of the truck, and then passed over the catch, and then downward vertically in the

path of the catch. This downwardly-turned portion forms the stop I, and from the lower extremity thereof the end of the strip is extended to the adjacent longitudinal bar of the truck and secured to the under side of the same, as shown in Fig. 4.

A spring-buffer, J, is secured in the upper part of the truck, and is normally projected from the platform by a spring, *h*, as shown. On the front of the platform, to one side of the buffer, is provided a projection, K, which is on the opposite side of the buffer from the lever C. The projection is arranged a sufficient distance to the side of the buffer to allow proper side play or motion of cars without allowing the cars to become uncoupled. The projection extends forward of the platform a sufficient distance to touch the forward end of the opposite platform when the cars are jammed as far as will be permitted by the buffers. This projection is shown in the drawings as being formed separately from the platform and secured thereto; but it will be readily understood that it may be formed integrally with the platform, and that it may be of any desired shape.

The operation of the device will be readily understood. When two cars come together, the catches engage and the coupling is made. When it is desired to uncouple the cars, the catches are disengaged by operating one of the levers C, as will be readily understood.

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

1. In a car-coupling, the platform having a spring buffer and a projection, K, adjacent to and to one side of the buffer, substantially as described.

2. The combination of the platform, the catch pivotally secured below the same and having a series of coupling-shoulders on one side, the spring H, and the stop I, arranged to act upon the side of the catch from which the coupling-shoulders project, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

THOMAS GRESHAM ASHFORD.

Witnesses:

W. J. CALLAWAY,  
J. M. CALLAWAY.