

(No Model.)

A. B. ALLEN.  
CAR COUPLING.

No. 407,459.

Patented July 23, 1889.

Fig. 1.

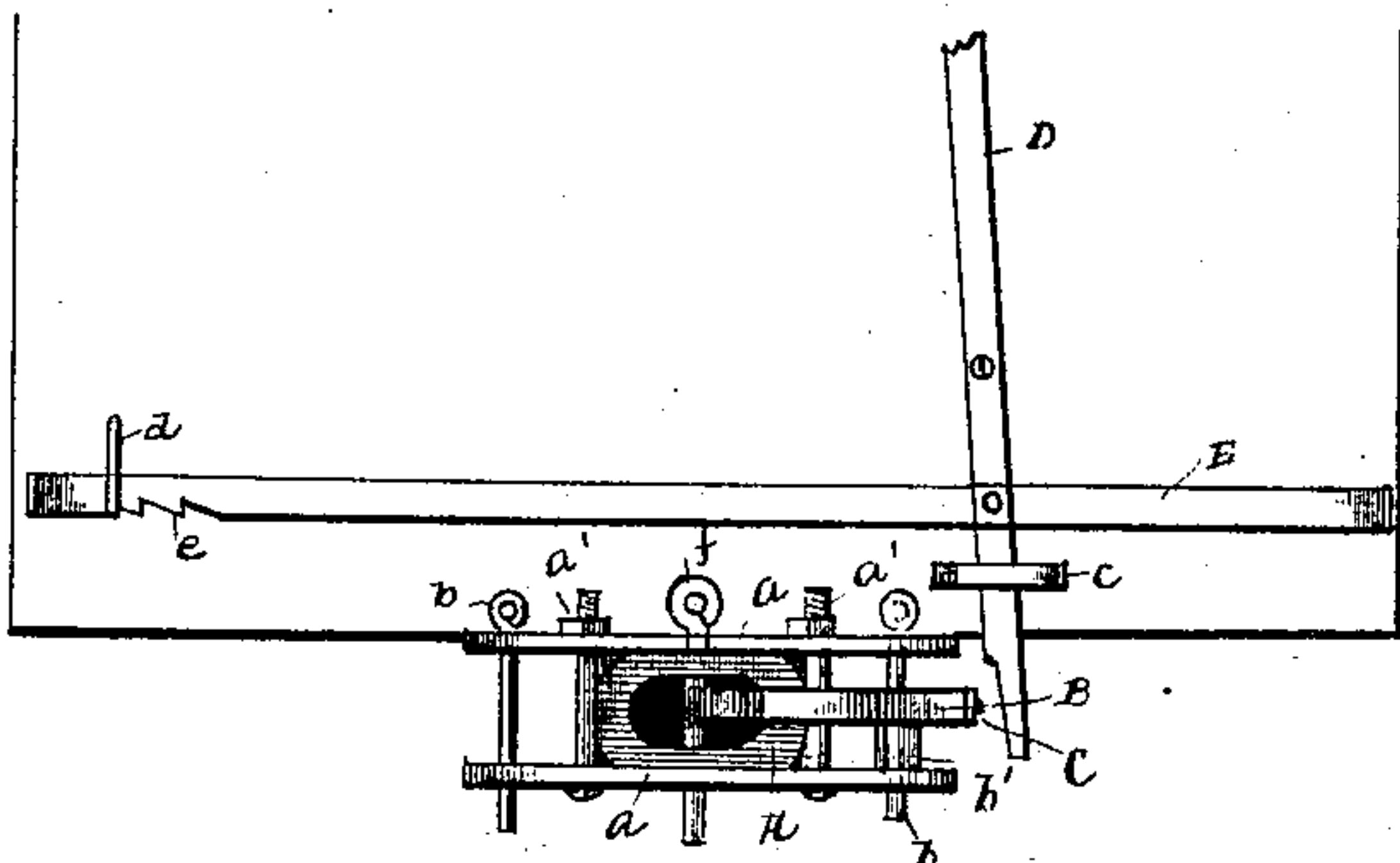


Fig. 2.

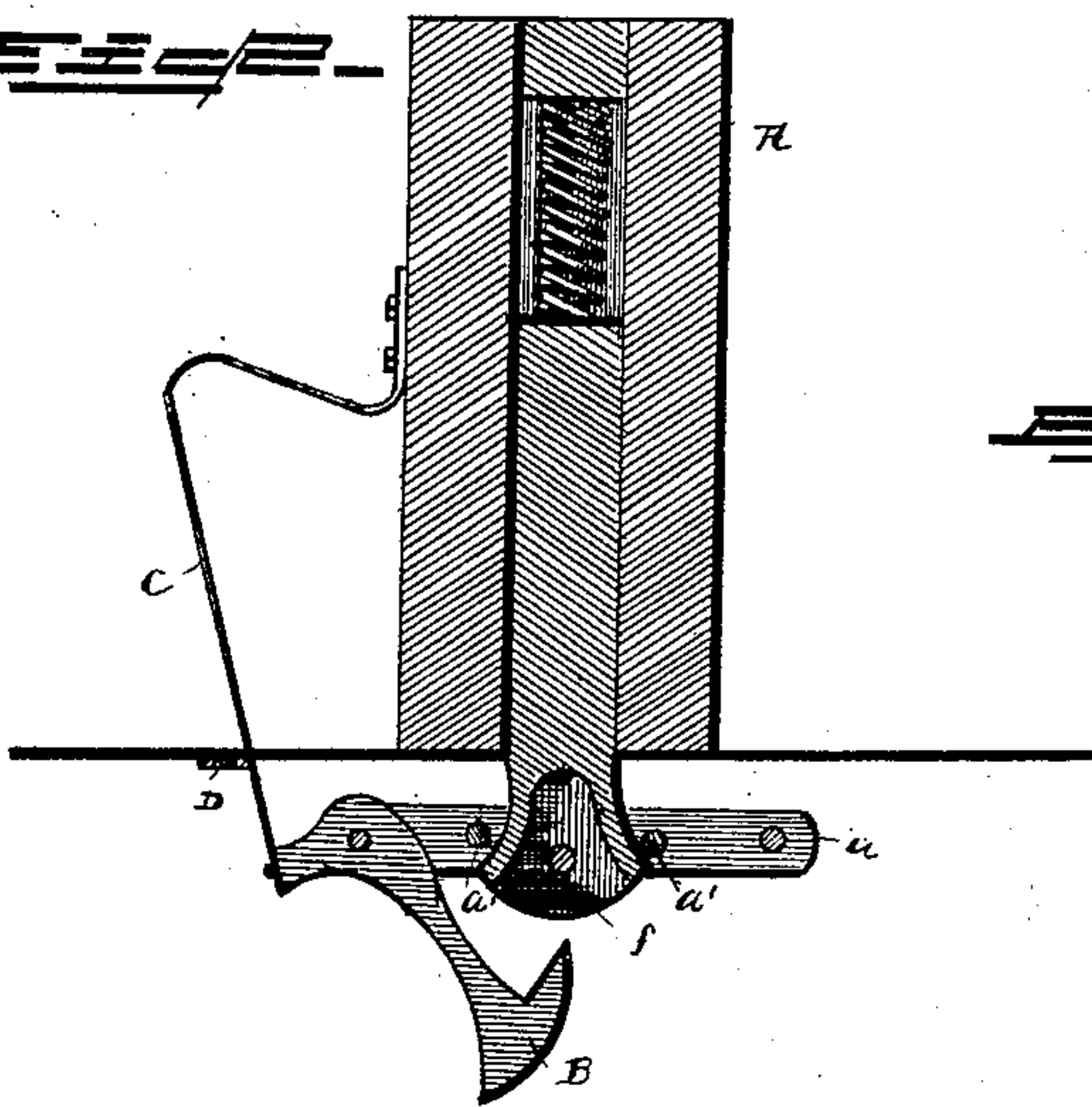
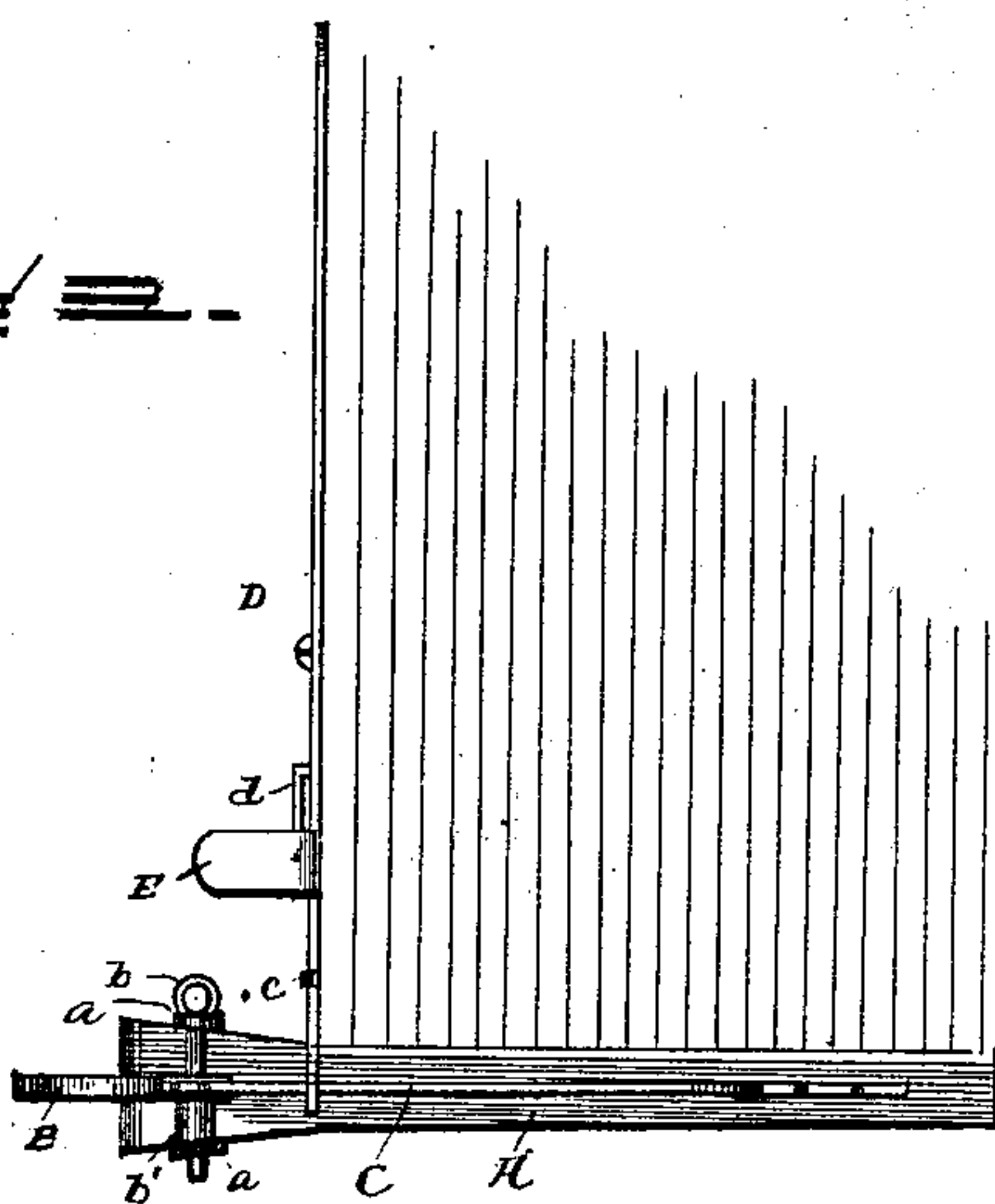


Fig. 3.



Witnesses

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By

Attorneys

Inventor

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# UNITED STATES PATENT OFFICE.

AARON B. ALLEN, OF PUEBLO, COLORADO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 407,459, dated July 23, 1889.

Application filed May 22, 1889. Serial No. 311,697. (No model.)

*To all whom it may concern:*

Be it known that I, AARON B. ALLEN, a citizen of the United States of America, residing at Pueblo, in the county of Pueblo and State of Colorado, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention is directed to certain improvements in car-couplings; and it consists of the novel construction and combination of parts, as will fully appear from the following description and accompanying illustrations, in which—

15 Figure 1 is a front elevation of my improved car-coupling. Fig. 2 is a vertical section of the same. Fig. 3 is a side elevation thereof.

20 In carrying out my invention I employ the usual or ordinary draw head or bar A. To the top and bottom sides of the common draw-head A, I apply parallel horizontal bars *a a*, which are clamped or held in place by bolts *a' a'*, passing through said bars one upon each side of draw-head. Through the projecting ends or portions of the parallel bars *a a* are inserted eyebolts or pins *b b*, which form pivots and means of connection between the coupling-hook B and the said bars, the pivoting of the coupling-hook being preferably extended at the lower side of the hook, as at *b'*, to provide a pivotal bearing for the hook, the same resting upon the bottom cross-bar *a*. When applying to a three-link or three-bolt draw-head, (as some such are in use,) then the horizontal bars *a a* are not used, as the outside bolts *b b* are already supplied, the hooks B being put in place of the outside link.

40 In making new draw-heads for cars the draw-head can be made to receive hooks and bolts without the horizontal bars *a a*, they being used only on old draw-heads. It will be observed that the coupling-hook by this arrangement is readily shiftable from one side to the other of the draw-head being put right and left, thus brought in line with the outside bolt, a bolt which is to secure the hooks. Having one end applied and secured

to lateral extension or arm *b<sup>2</sup>* at the upper end of the hook B, is a flat bent spring C, its opposite end being fastened to one side of the draw-head-receiving casting or support timbers.

55 D is a vertical lever pivoted to one end of the car and having its upper end arranged for convenient manipulation from the top of the car. The lower end of the lever D is preferably notched and has the vertical face of the notch bearing or resting against the spring C to permit of the flexing of said spring by said lever, whereupon the coupling-hook will be thrown or deflected outward to effect the uncoupling of the cars. This movement of the lever D is limited by a keeper *c*, driven into the end sill of the car and through which said lever passes.

70 E is a horizontal lever having a pivotal connection with the vertical lever D and arranged for convenient manipulation from either side of the car to permit of accordingly uncoupling the cars. The lever E is guided and upheld at one end in a keeper *d*, driven into or otherwise secured to the end of the car. This lever has in its lower edge near the end of its longer arm notches *e e*, which engage the keeper *d* to hold the coupling-hook out of coupling position when desired.

80 An ordinary coupling-pin *f* is passed through a central opening or passage in the draw-head A to engage an ordinary coupling-link in event of its use upon the approaching car.

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

90 The car-coupling combining a coupling-hook, a draw-head, cross-bars applied to the latter and between which the hook is pivoted, the spring connected to said hook, and the lever pivoted to the car and acting upon said spring, and the lever pivoted to the aforesaid lever, substantially as specified.

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

AARON B. ALLEN.

Witnesses:

J. R. PATTERSON,  
J. D. MCCLAIN.