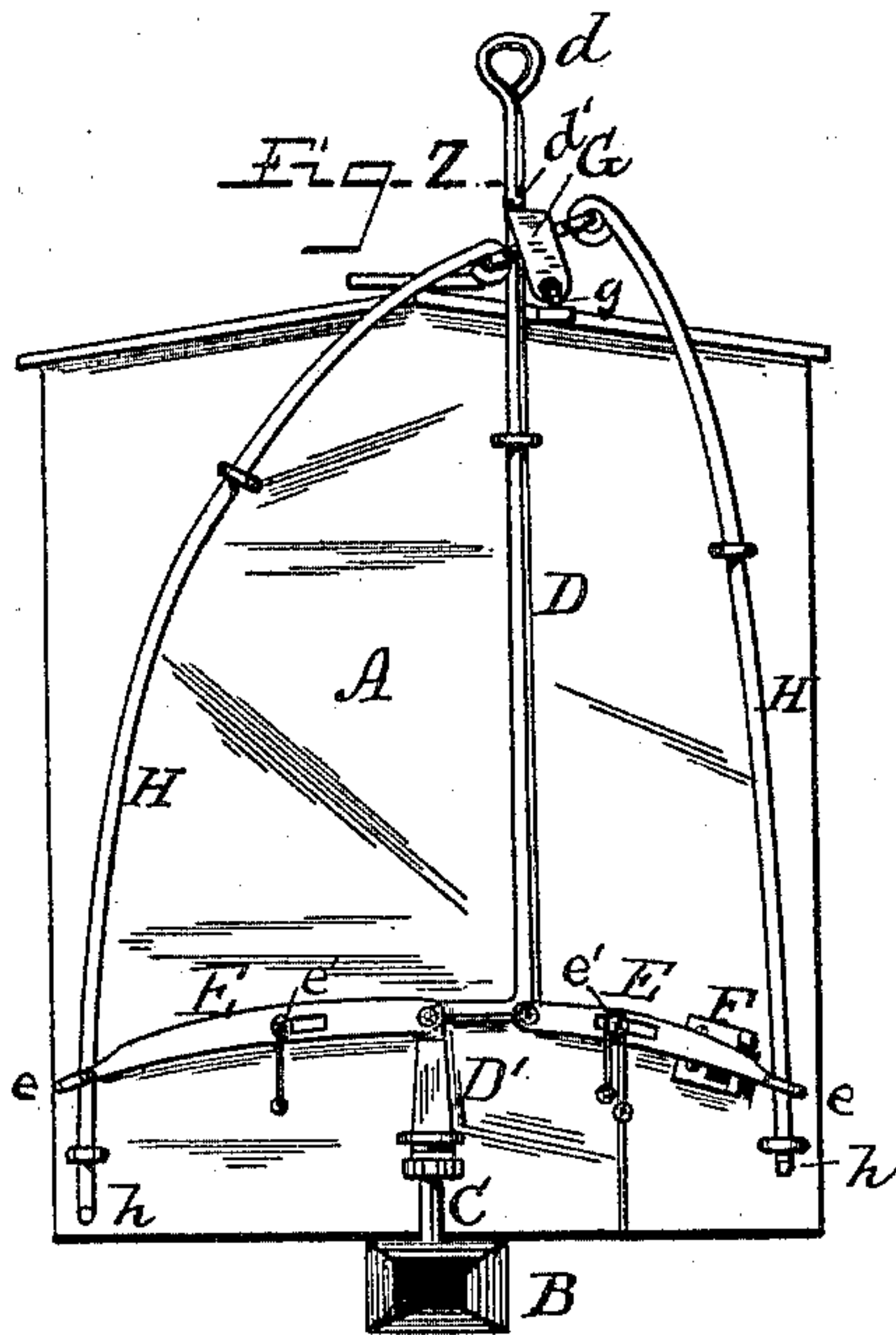
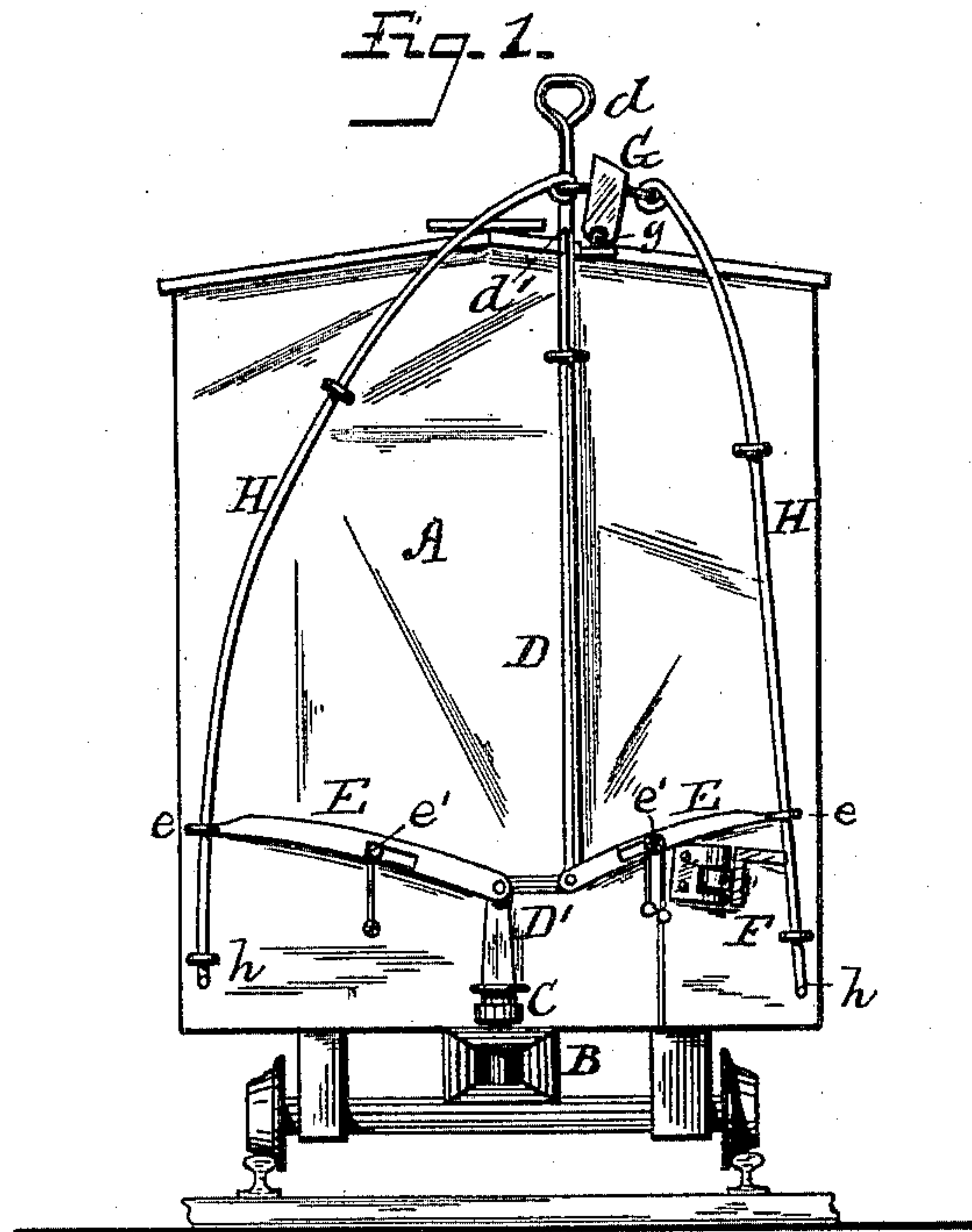


(No Model.)

A. COBLE & J. H. MOUNTS.
CAR COUPLING.

No. 413,173.

Patented Oct. 22, 1889.



Witnesses

John Bailey Johnson
Henry F. Breckton

Inventors

Anthony Coble
James H. Mounts
By J. W. Hallwade, Attorney

UNITED STATES PATENT OFFICE.

ANTHONY COBLE AND JAMES H. MOUNTS, OF MONTGOMERY CITY,
MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 413,173, dated October 22, 1889.

Application filed March 13, 1889. Serial No. 303,113. (No model.)

To all whom it may concern:

Be it known that we, ANTHONY COBLE and JAMES H. MOUNTS, citizens of the United States, residing at Montgomery City, in the county of Montgomery and State of Missouri, have invented certain new and useful Improvements in Car-Couplings; and we 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.

Our invention has relation to freight-car couplings; and our said invention consists of a novel construction and arrangement of devices for operating the coupling-pin either from the top of the car or upon the ground at either side of the same, and without going between the cars, and devices for locking said pin in either its elevated or lowered position, as will be hereinafter more fully explained and claimed.

In the accompanying drawings, forming a part hereof, and in which drawings similar letters of reference designate like parts in the different views, Figure 1 represents a view in front elevation of a box freight-car supplied with our devices for lifting and locking the coupling-pin, the coupling-pin being shown in its normal or lowered position as coupled; Fig. 2, a similar view with the coupling-pin in its elevated position.

The letter A indicates the car, B the draw-head thereof, and C the coupling-pin.

D is a rod which extends to slightly above the top of the car, where a handle *d* is provided, and at its foot D' receives the coupling-pin C. Pivottally connected to this upright rod D, at each side thereof, are two hand-levers E E, which levers extend laterally to the outer edges of the car, where a handle *e* is provided, and these levers are pivoted to the end of the car, as at *e'*. Provision is thus made for operating the coupling-pin either from the top or outsides of the car, and the parts just described are the same as those shown in a patent granted to us on January 15, 1889, No. 396,268, of which this is an improvement, which will now be explained.

To retain the coupling-pin in its normal position, as in Fig. 1, a stop F is applied to one or both sides of the car in position to en-

gage above and below the hand-lever E, and thereby prevent the movement of said lever. This stop is hinged or pivoted so as to adapt it to be closed against the end of the car when the hand-lever is to be moved, after which movement of said hand-lever, upon turning the stop outward it is brought either above or below the hand-lever, as the case may be, and either prevents the further upward or downward movement thereof. The coupling-pin is thus locked in its elevated or lowered position, and cannot be moved until this stop F is folded back against the car, as in Fig. 1.

At the top of the car is a bolt G, which swings upon a pintle *g*, fixed upon the car-top, and this bolt G is slotted to receive the vertical rod D. Upon opposite sides of this bolt G are secured rods H H, which extend down to the lower edge of the car and terminate in handles *h*. The object of these rods is to operate the bolt G from the ground, and by the engagement of the said bolt G beneath a shoulder *d'*, formed on the rod D, the said rod D is held in its elevated position, as shown in Fig. 2. It will thus be seen that the coupling-pin may be elevated and retained or locked and unlocked from both the ground and top of the cars, and without going between the same.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent of the United States, is as follows, to wit:

In a car-coupling, in combination with the vertical rod D, supporting the coupling-pin C, and having the handle *d* and shoulder *d'* and laterally-extending hand-levers E e E e, pivottally connected to said rod D, the slotted bolt G, hinged at the top of the car, rods H H, secured upon opposite sides of the bolt G, and extending down to the lower outer edge of the car, as shown, and hinged or folding stop F, adapted to close against the car when not in use, or be extended outward to engage above or below the hand-levers E, as described.

ANTHONY COBLE.
JAMES H. MOUNTS.

In presence of—

HOWELL C. LEWIS,
JAS. R. LEWIS.