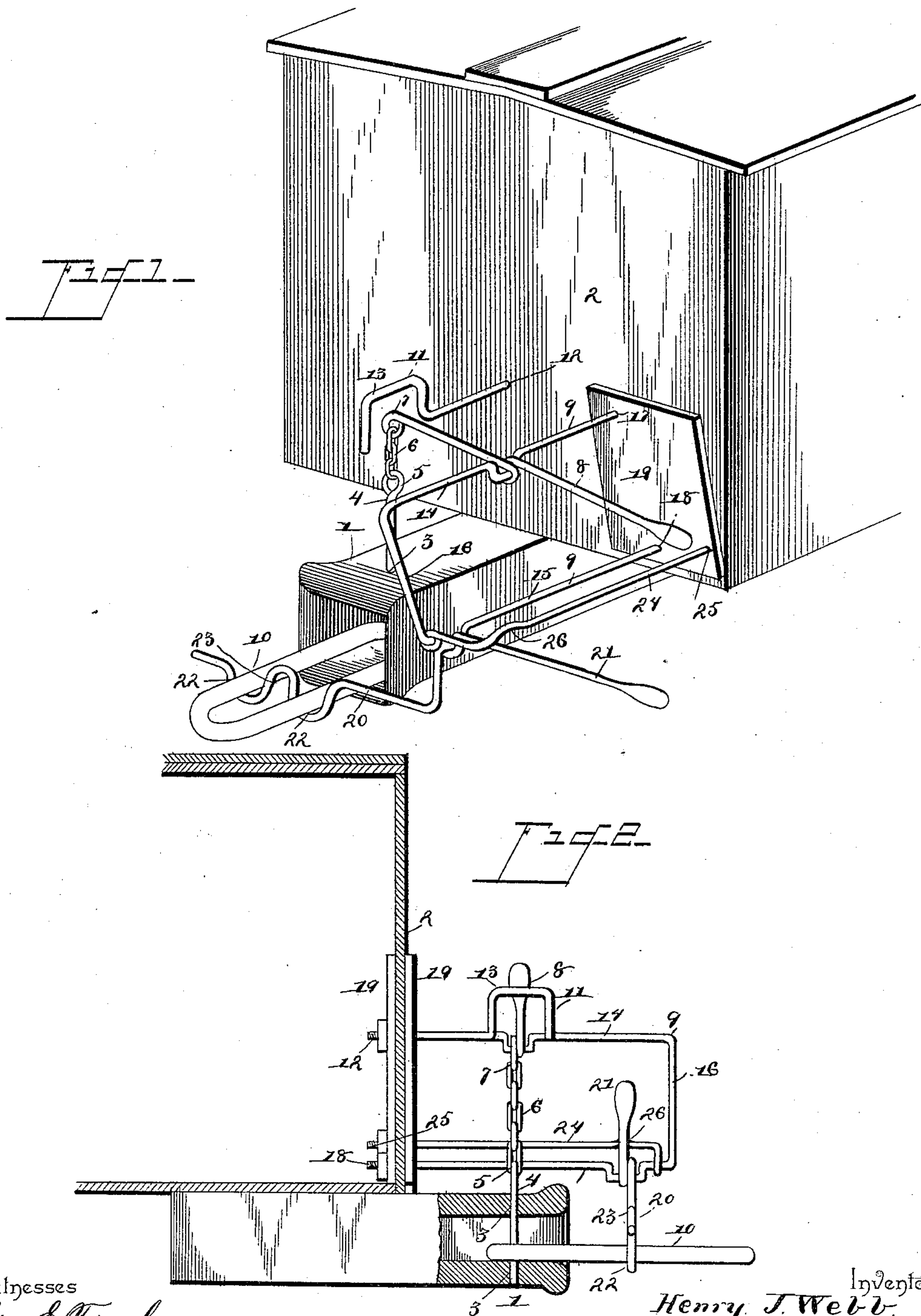


(No Model.)

H. J. WEBB.
CAR COUPLING.

No. 429,983.

Patented June 10, 1890.



Witnesses

Geo. C. French

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UNITED STATES PATENT OFFICE.

HENRY JAMES WEBB, OF SUMTER, GEORGIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 429,983, dated June 10, 1890.

Application filed April 26, 1890. Serial No. 349,672. (No model.)

To all whom it may concern:

Be it known that I, HENRY JAMES WEBB, a citizen of the United States, residing at Sumter, in the county of Sumter and State of Georgia, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to provide a simple and inexpensive means for coupling and uncoupling cars, which means will enable the operations to be performed without necessitating a person going between
15 the cars and endangering life or limb.

A further object of the invention is to prevent the parts dragging upon the ground or being liable to come in contact with obstructions when not in use.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

25 In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention, the parts being in position preparatory to coupling. Fig. 2 is a vertical longitudinal sectional view.

30 Referring to the accompanying drawings, 1 designates a coupler-head of a car 2, provided with vertical registering-perforations 3, in which operate a coupling-pin 4, having at its upper end an eye or loop 5, and being connected flexibly by a chain 6 to an end 7 of an operating-lever 8. The operating-lever 8 is fulcrumed on a rectangular or approximately U-shaped frame 9, and is adapted to have its
40 free end depressed to elevate the coupling-pin 4 and release a link 10 to permit the cars to uncouple, and in order to prevent the coupling-pin being raised too high and being carried out of the perforations 3 a guard-arm 11 is provided and is arranged at a suitable distance above the pin, and is adapted to be engaged by the end 7 of the lever, which is provided with an eye to receive a link of the chain 6. The guard-arm 11 consists of a rod having its rear end 12 secured to the frame of the car
50 and its front end 13 provided with a bend or recess to receive the end 7 of the operating-lever. The frame 9 is composed of side bars

14 and 15 and a vertical front bar 16, formed integral with the side bars of the frame, and the latter is constructed of a single piece of 55 metal. The ends 17 and 18 of the side bars 14 and 15 are threaded and passed through the front of the car and secured thereto by nuts, and the car is provided with plates 19, which are arranged on each face of the front 60 of the car and brace the latter at the points where the frame is attached. The upper side bar 14 forms the fulcrum of the lever 8, and the lower side bar has fulcrumed upon it a link-lifter 20, having the portion 21 upon one 65 side of the bar 15 formed into a handle, and having the other portion 22 curved or bent at intervals and provided with a vertical projection 23 to engage the opening of the link 10 to prevent the latter slipping laterally while 70 being elevated and arranged to engage the coupler-head of an adjacent car. The frame 9 is braced by a rod 24, which has its rear end 25 secured to the car similarly to the side bars 14 and 15 and its front end connected to the 75 lower side bar 15, and it is provided a short distance from its front end with a bend 26, which provides a recess adapted to be engaged by the handle 21 of the link-lifter to prevent the latter trailing upon the ground when not 80 in use.

It will readily be seen that the device is simple and inexpensive in construction and is capable of enabling cars to be coupled and uncoupled without necessitating a person pass- 85 ing between the cars.

What I claim is—

1. The combination, with a car having vertical perforations in its coupler-head, of the frame secured to the car and projecting there- 90 from, the coupling-pin arranged in the perforations of the coupler-head, the operating-lever fulcrumed on the frame and connected with the coupling-pin, and the guard-arm arranged above the coupling-pin and provided with a 95 bend or recess 13, adapted to be engaged by the lever to limit the vertical movement of the coupling-pin and prevent the same leaving the coupler-head, substantially as described.

2. The combination of the car, the frame 9, 100 extending from the car, and the link-lifter fulcrumed on the frame and having the handle portion 21 and the curved or bent portion 22, provided with the projection 23, arranged to

engage the opening of a link, substantially as described.

3. The combination of the car, the frame 9, extending therefrom, the link-lifter fulcrumed 5 on the frame and having the handle portion 21 and the curved or bent portion 22, adapted to engage a link, and the supporting-rod 24, arranged parallel with the frame and connected therewith and provided with a bend 10 or projection adapted to be engaged by the handle portion 21 to prevent the curved or bent portion 22 trailing upon the ground, substantially as described.

4. The combination of the car having a 15 coupler-head provided with vertical perforations, the coupling-pin arranged in the perforations, the approximately U-shaped frame secured to the car and extending therefrom and having the upper and lower side bars, the 20 operating-lever fulcrumed on the upper side bar and flexibly connected with the pin, the

guard-arm arranged above the pin and extending from the car and provided in its outer end with a recess or bend adapted to be engaged by the lever, the link-lifter fulcrumed 25 on the lower side bar and having the handle portion 21 and the curved or bent portion 22, provided with the projection 23, arranged to engage the opening of the link, and the supporting-rod 24, arranged parallel with and adjacent to the lower side bar and having its 30 outer end connected with the same and being provided with a bend or recess 26, adapted to be engaged by the handle portion 21 of the link-lifter 25, substantially as described. 35

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

HENRY JAMES WEBB.

Witnesses:

E. C. WEBB,

G. F. WEBB.