

(No Model.)

A. B. ALLEN.

CAR COUPLING.

No. 430,460.

Patented June 17, 1890.

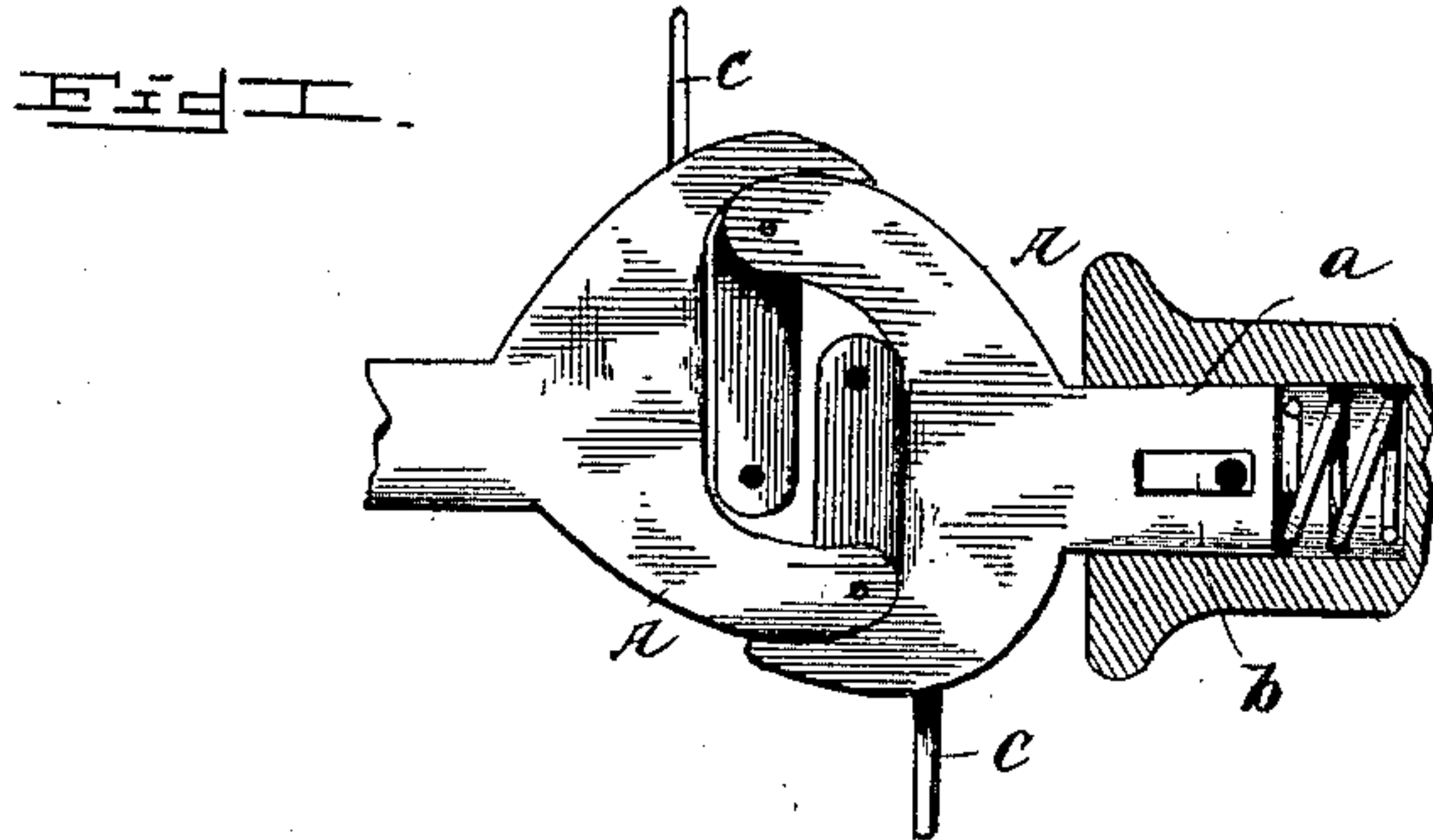


FIG. 2.

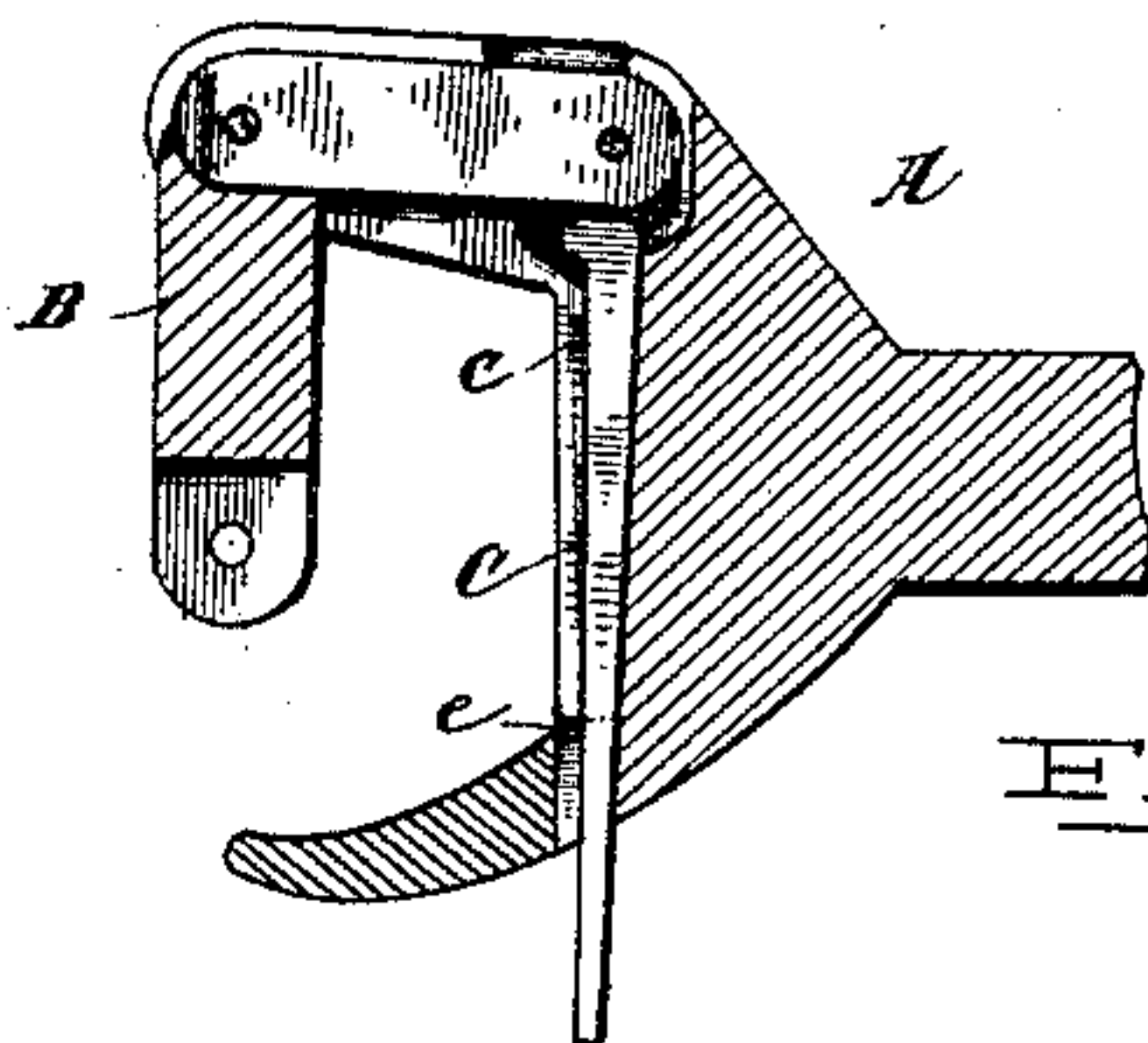


FIG. 3.

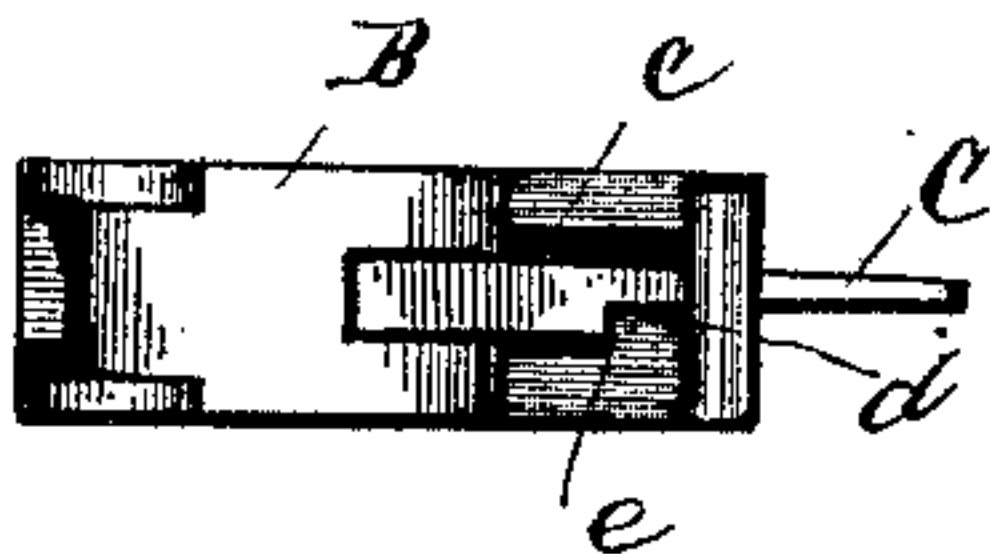


FIG. 4.

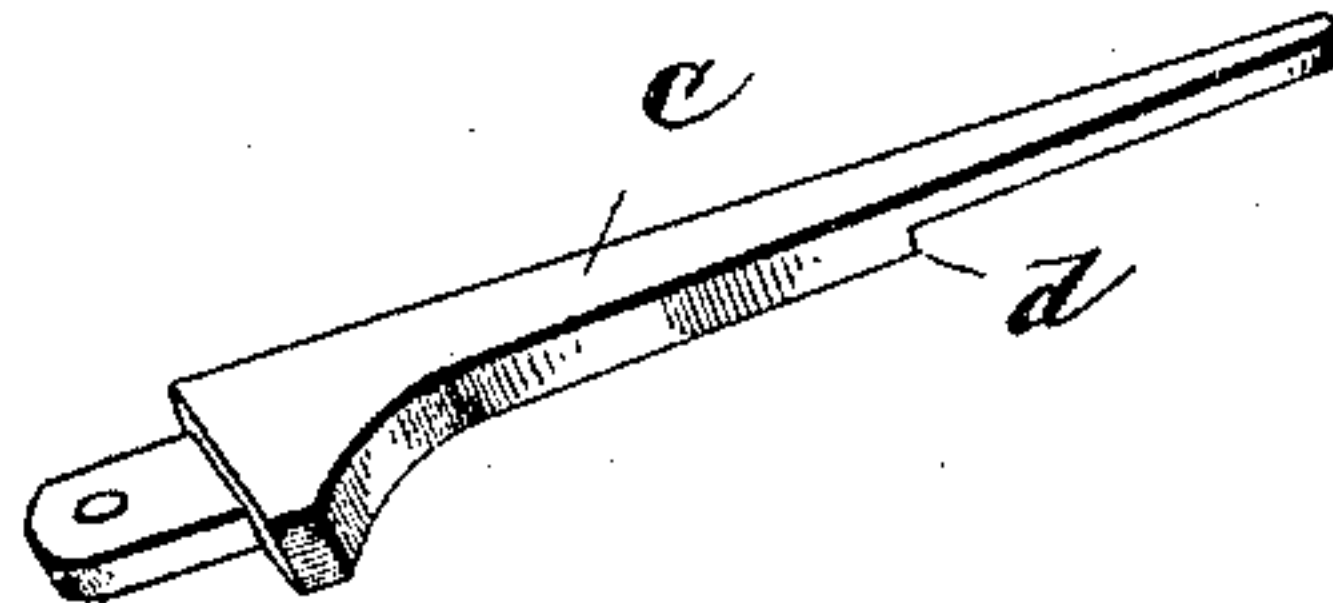
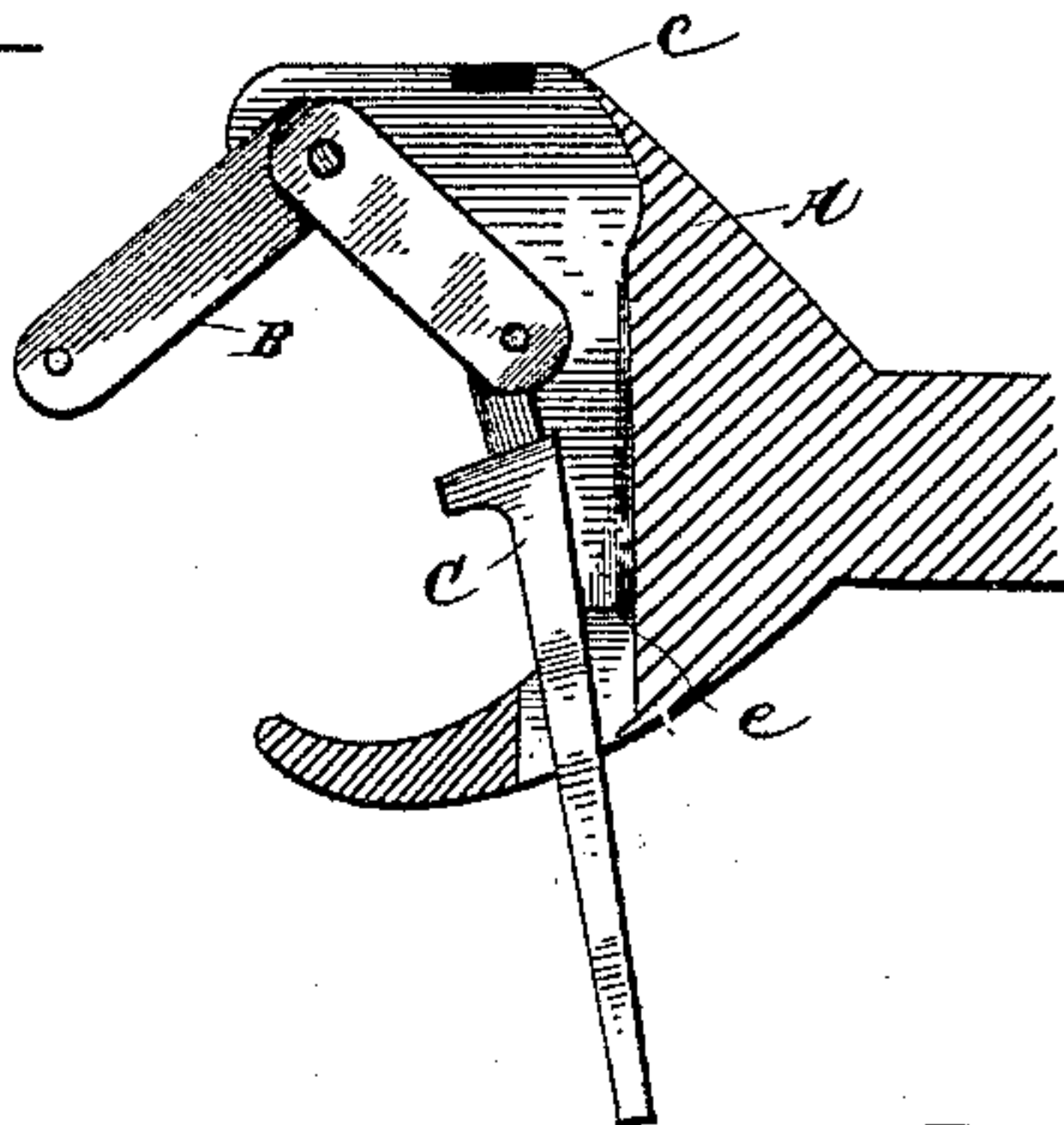


FIG. 5.



Witnesses  
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# UNITED STATES PATENT OFFICE.

AARON B. ALLEN, OF PUEBLO, COLORADO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 430,460, dated June 17, 1890.

Application filed January 29, 1890. Serial No. 338,473. (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 relates to certain improvements in car-couplings; and it consists of the novel construction and combination of parts, as will appear from the following description and accompanying drawings, in which—

15 Figure 1 is a plan view of my coupling in use, parts being broken away. Fig. 2 is a horizontal section thereof. Fig. 3 is a front elevation of the same. Fig. 4 is a detail perspective view of the lever, and Fig. 5 is a horizontal section showing my coupling uncoupled.

20 In carrying out my invention I provide a head or casting A, which is approximately U-shaped and provided with a shank or stem portion *a*, having an aperture *b*. This apertured shank or stem portion in practice being adapted to engage the link-chamber of the draw-head of the ordinary form of car-coupling, provides, consequently, for the ready application of my coupling thereto, the aperture *b* serving to receive the ordinary coupling-pin, which, therefore, connects the two draw-heads together.

25 B is the coupling-hook, which is approximately right-angled in shape and pivoted at its angle in one of the arms of the draw-head A, said arm being bifurcated or slotted to receive said hook. This hook engages in the coupling operation, its counterpart being on a duplicate head or casting.

30 C is a lever, which is knuckle-jointed or pivoted to the inner end of the hook B and normally rests in a transverse groove or slot *c* in the head or casting A, its outer end projecting through one arm of said casting within convenient reach for manipulation in effecting the uncoupling operation. The lever C has at its lower edge a short distance inward from its outer end a shoulder *d*, which  
50 engages a stop *e*, provided upon the casting

or head A, immediately at one side of the plane of the slot or groove *c*, to effect the securing of said lever in a locked position, retaining the hook in its engaging or coupled position.

55 In effecting the uncoupling operation it is only necessary to sufficiently elevate the lever C to disengage its shoulder *d* from the stop *e*, which will permit the lever to be drawn outward, by doing which the coupling-hook B is thrown outward when disengagement thereof from its fellow hook is permitted, and consequently the uncoupling of the cars. The opposite manipulation of said parts effects the coupling of the cars.

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

1. In a car-coupling, the coupling-hook hung at its angle and having its inner end recessed, in combination with the coupling-lever pivoted at one end in the slot of the coupling-hook, substantially as shown and described.

2. In a car-coupling, the coupling-hook hung at its angle and having its inner end recessed, in combination with the coupling-lever pivoted at one end in the recess of the coupling-hook and having a shoulder on its under side which engages a stop, substantially as shown and described.

3. In a car-coupling, the coupling-hook hung at its angle in a bifurcation in the draw-head and having its inner end recessed, in combination with the coupling-lever pivoted at one end in the recess of the coupling-hook and having a shoulder on its under side designed to engage a stop in a recess in the back of the draw-head, the lever in continuation being projected through an opening in the side of the draw-head which serves as a guide, substantially as shown and described.

4. In a car-coupling, the coupling-hook pivoted at its angle, the lever connected thereto in a slot or bifurcation of the draw-head and having a shoulder on its under side engaging the stop in said slot, substantially as shown and described.

5. The car-coupling having the swinging coupling-hook hung in the draw-head and

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having the uncoupling-lever provided with a shoulder engaging a stop on the draw-head, substantially as shown and described.

6. The car-coupling having the swinging  
5 coupling-hook provided with the uncoupling-lever knuckle-jointed or pivoted to said hook, and provided with a shoulder engaging a stop on the draw-head and projecting through the latter to permit its manipulation from the

side of the cars, substantially as shown and described.

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

AARON B. ALLEN.

Witnesses:

CHARLES V. STICKNEY,  
A. E. COLBURN.