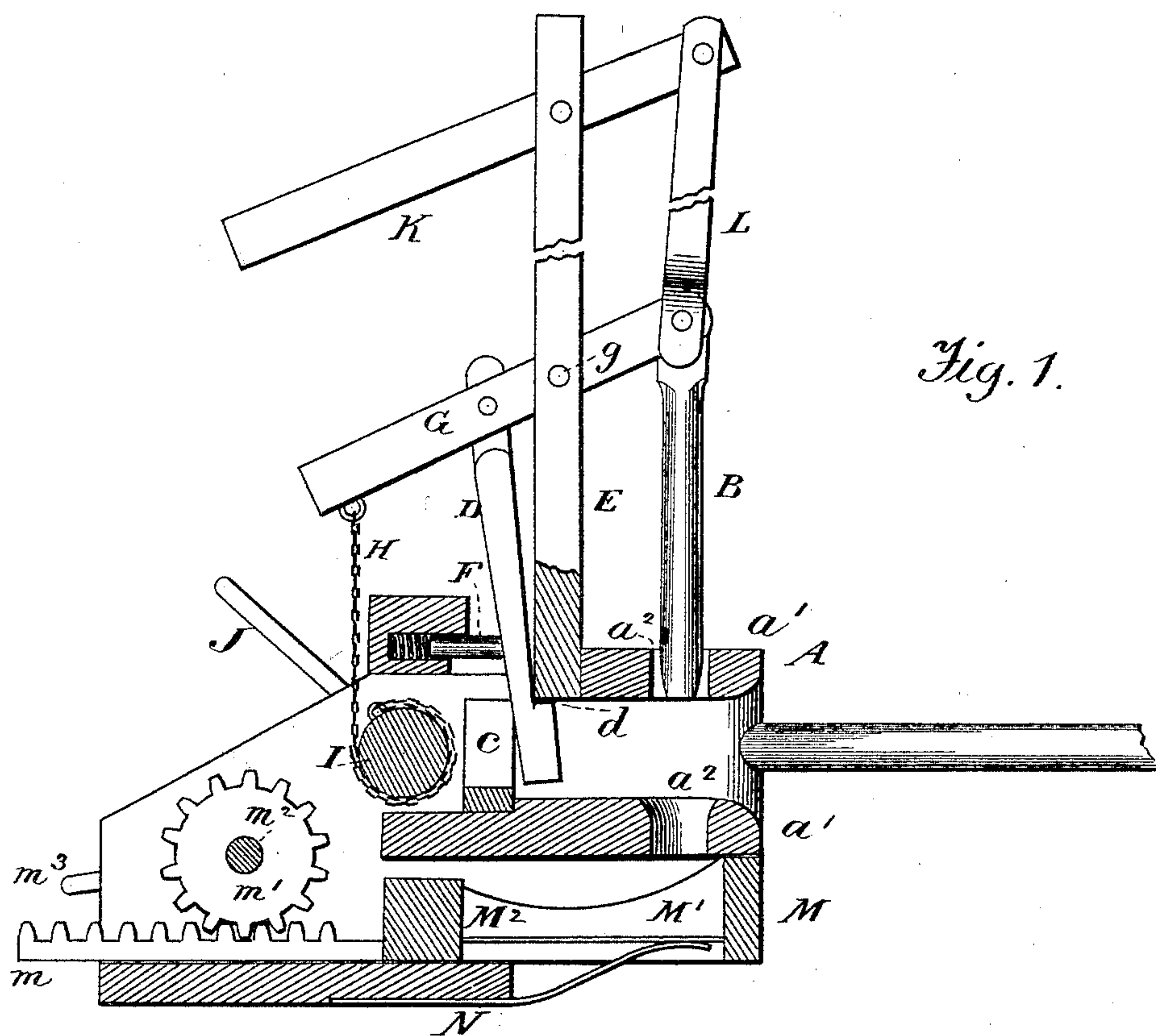


(No Model.)

A. TESTARD.  
CAR COUPLING.

No. 437,734.

Patented Oct. 7, 1890.



*Fig. 1.*

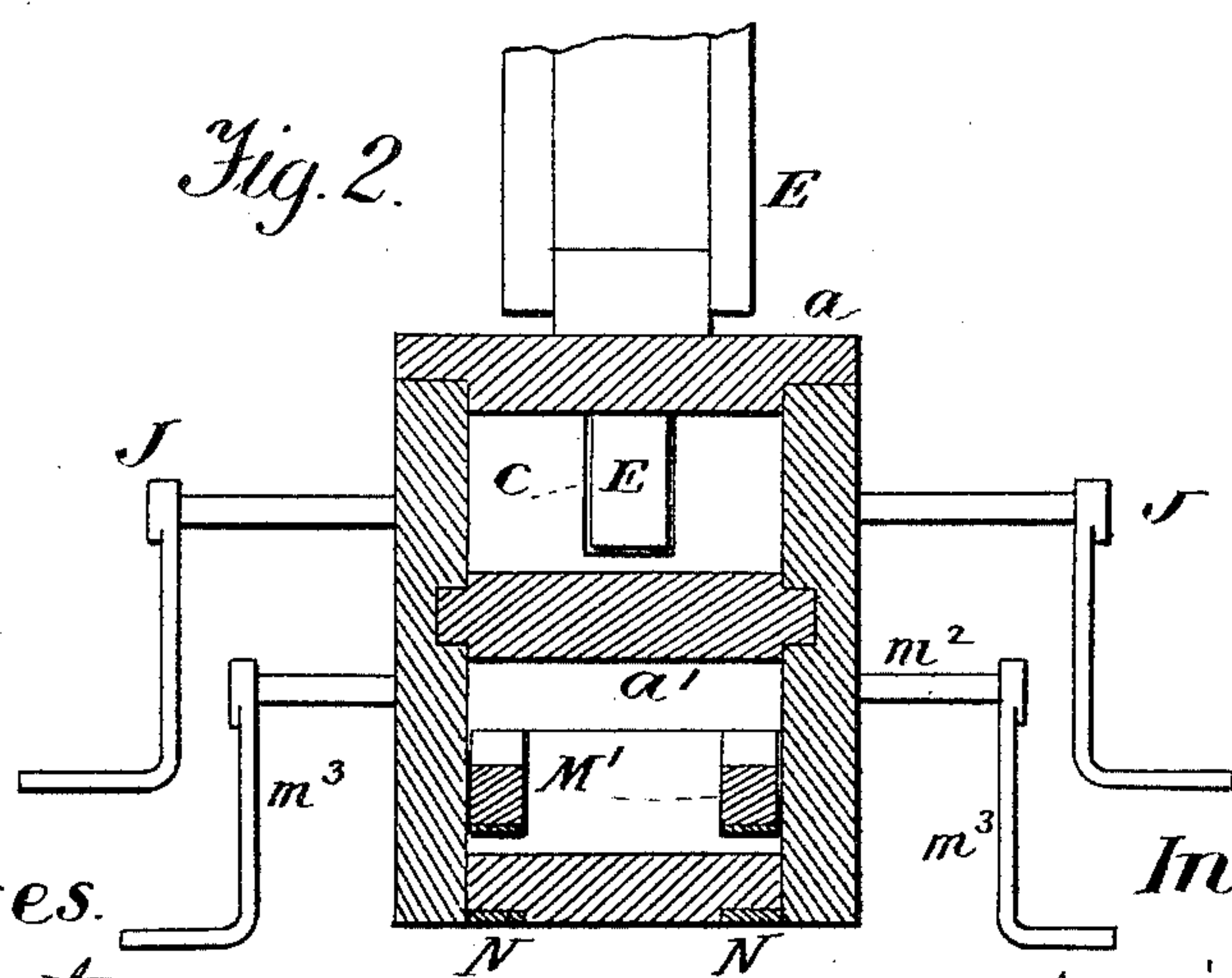


Fig. 2.

Witnesses.                       
A. Ruppert,  
H. A. Daniels

*Inventor:*  
*Adrian Testard*  
*Per*  
*Thomas P. Simpson*  
*Atty.*

# UNITED STATES PATENT OFFICE.

ADRIAN TESTARD, OF GONZALES, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 437,734, dated October 7, 1890.

Application filed May 7, 1890. Serial No. 350,915. (No model.)

*To all whom it may concern:*

Be it known that I, ADRIAN TESTARD, a citizen of the United States, residing at Gonzales, in the county of Gonzales and State of Texas, have invented certain new and useful Improvements in Car-Couplers; and I 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.

The special object of my invention is to make a car-coupler in which the link shall cause the pin to drop within it, which can be coupled or uncoupled from the side or top of cars without danger to the brakemen, and which is provided with means for lifting the link of cars with lower draw-heads.

Figure 1 of the drawings is a longitudinal vertical section, and Fig. 2 a vertical cross-section.

In the drawings, A represents the draw-head, with the usual top and bottom  $a$   $a'$  and the usual registering-holes  $a^2$   $a^2$  for the pin B.

C is a cross-wall open at  $c$  for the catch-bar D, whose shoulder  $d$  is held under the post E by means of a spring-bolt F. The bar D is pivoted at the upper end in a lever G, fulcrumed at  $g$  in the post E, and carries at its rear end a chain H, which is wound up on a windlass I, rotated by either of the hand-cranks J J to raise the pin, while the spring-bolt F holds the catch D until the link pushes the catch and allows the pin to fall within it.

K is a lever fulcrumed at the top of post E and carrying at its front end the pivoted arm L, which is also pivoted at its other end to the front end of the lever G, so as to couple or uncouple from the top of car.

M is the link-support, which moves back and forth or out and in the draw-head by means

of the rack  $m$ , pinion  $m'$ , and hand crank-shaft  $m^2$ , the latter being operated by a crank  $m^3$  on either side of the car. The shank of the link-raiser consists of two parallel bars  $M'$   $M'$ —one on each side of a guide-bar  $M^2$ —faced underneath to slide on the subjacent flat springs N N. This shank  $M'$  is concaved on the upper side, so that as it is moved out by the rack and pinion the springs may lift the link-support M, so as to bring the link of the adjacent draw-head in front of the mouth of its own draw-head. In this way draw-heads of unequal heights may be very readily coupled without raising the link by hand.

Having thus described all that is necessary to a full understanding of my invention, what I claim as new, and desire to protect by Letters Patent, is—

1. In car-couplers, a draw-head having the cross-wall C, open at  $c$ , in combination with a swinging catch-bar D, having the shoulder  $d$ , the post E, the spring-bolt F, the lever G, the chain H, and the windlass I, whereby the pin may be raised or made to drop, in the manner described.

2. The combination, with the post E and pin-lever G, of the supplementary lever K and the pivoted arm L, as and for the purpose set forth.

3. A link-support M, concaved on top and provided with the rack  $m$ , in combination with the flat subjacent springs N N, the pinion  $m'$ , and hand crank-shaft  $m^2$ , as and for the purpose specified.

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

ADRIAN TESTARD.

Witnesses:

L. CHENAULT,  
ED. TITCOMB.