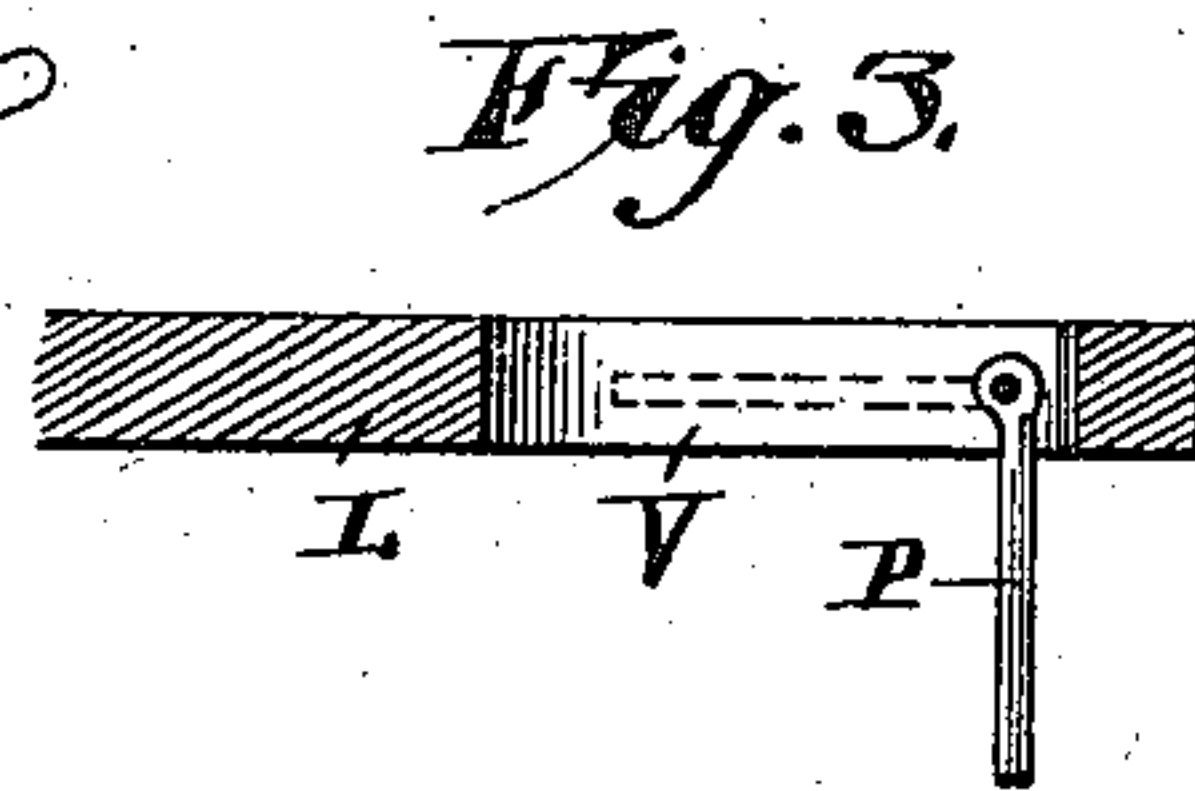
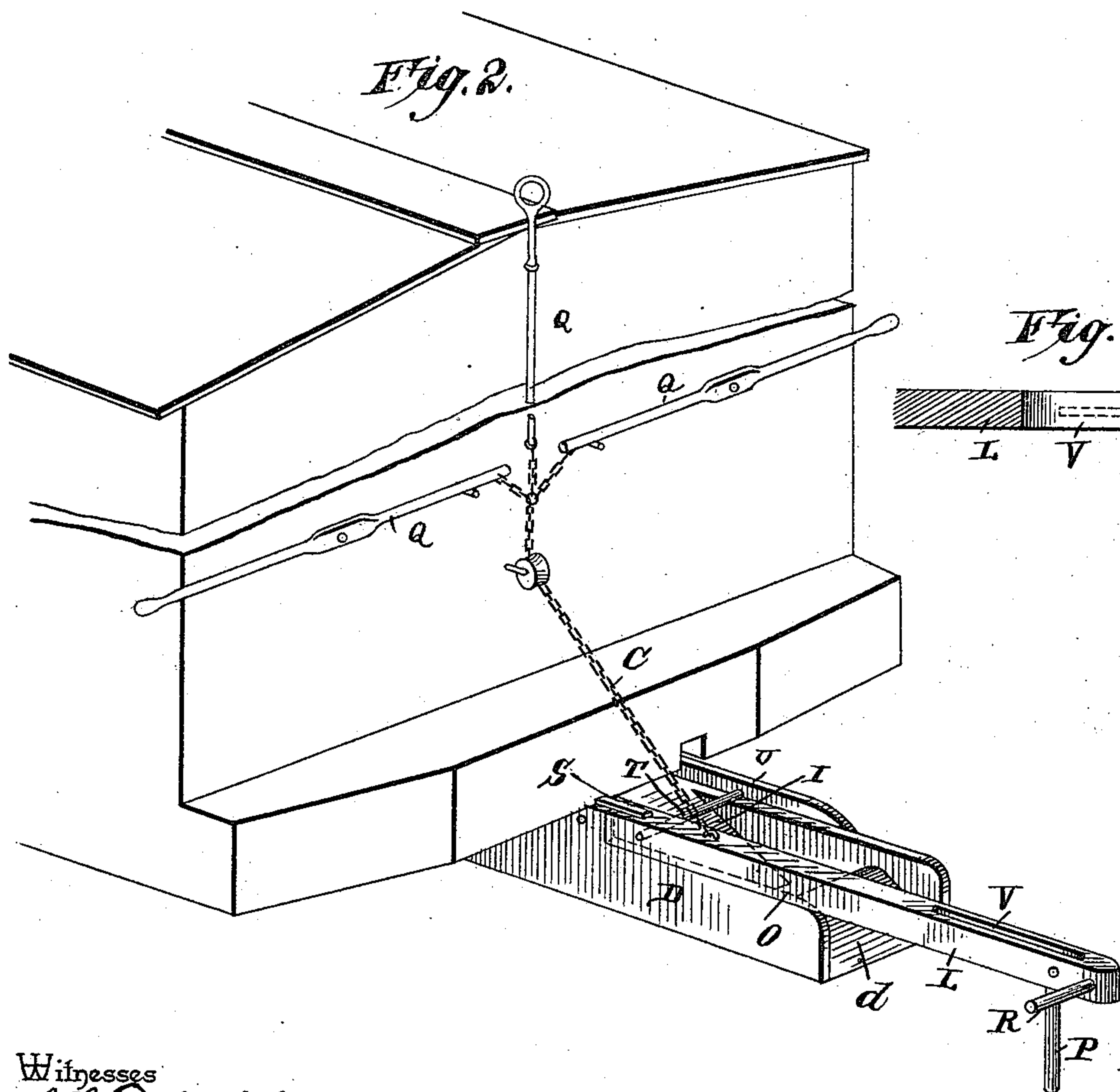
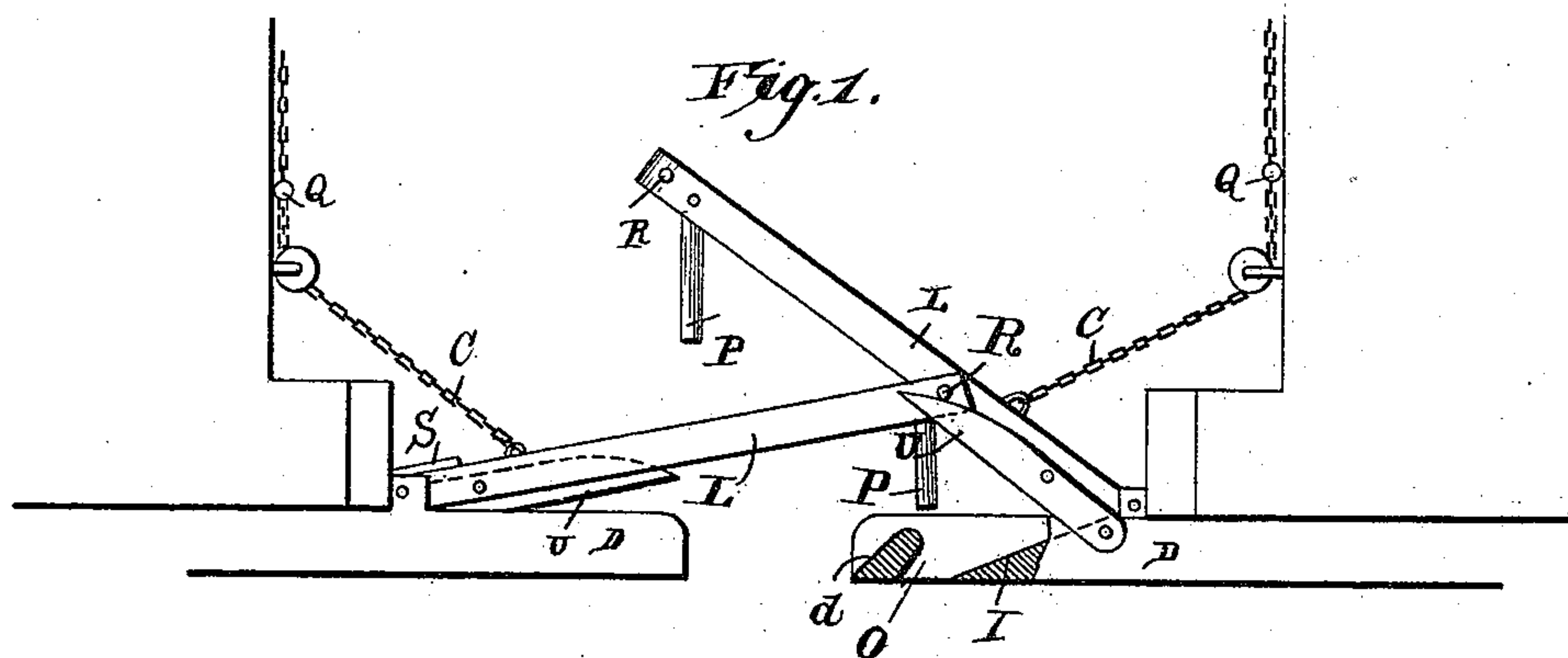


(No Model.)

J. A. ALEXANDER.  
CAR COUPLING.

No. 441,387.

Patented Nov. 25, 1890.



Witnesses  
H. F. Dieterich

Inventor  
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# UNITED STATES PATENT OFFICE.

JOHN A. ALEXANDER, OF ARDMORE, INDIAN TERRITORY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 441,387, dated November 25, 1890.

Application filed October 2, 1890. Serial No. 366,835. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN A. ALEXANDER, a citizen of the United States, residing at Ardmore, in the Chickasaw Nation and Indian Territory, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings, and the object of the same is to provide a coupling possessing certain improved details over inventions of a similar character heretofore made.

To this end my invention consists of the specific construction of parts hereinafter described, and claimed as new, and as illustrated in the drawings, in which—

Figure 1 is a side elevation of two couplings constructed in accordance with my invention, showing one of them in a position to disconnect the two. Fig. 2 is an enlarged perspective view of the draw-head and a portion of the end of a car. Fig. 3 is a longitudinal section through one of the pin-levers.

Referring to the said drawings, the letter D designates the draw-head of my improved car-coupling, having an inclined front end *d*, and in rear of this end the upper face of the draw-head is inclined, as shown at I, and opens through the draw-head, as at O. Pivoted to the draw-bar in rear of the incline I is the pin-lever L, normally depressed by a spring S in the body of the draw-bar, and pivotally mounted in a vertical opening V near the front end of this lever is the pin P. When two draw-heads of this character are brought together, the front end of the lever L strikes and rides up the incline *d* of the opposite draw-head and the pin falls onto the incline I, so that when the cars again separate the lower end of the pin passes into the opening O and the cars are coupled together thereby. It will be understood that the lever L stands above one side of the draw-head D and rests upon the upper face of the same, so that when two draw-heads are brought together the two levers thereof will not interfere. Extending upwardly from the lever L is a chain C, which leads to operating-levers Q, properly located at the top and at the two sides of the car, whereby the lever L may be raised from these points in a manner well understood in the art.

Pivoted to the draw-head D and moving alongside the same against the opposite side thereof from which the lever L is located is the uncoupling-lever U, this lever being connected with the lifting-lever L by a transverse bar T, standing across the upper face of the draw-head, so that when the spring-lever is raised the uncoupling-lever U will be moved simultaneously therewith. Projecting outwardly from the outer end of the pin-lever L is a rod R, and this rod, when the cars are brought together, passes over the upper end of the uncoupling-lever U, the latter being slightly rounded to permit this movement. In the act of uncoupling the cars the raising of the pin-lever L of course raises the pin P carried thereby and disengages it from the opposite draw-head, and the same movement through the transverse bar T also raises the uncoupling-lever U, which lifts the rod R of the other lever L and disengages its pin also. Both pins being thus disengaged from the openings O in the draw-heads, the cars can be separated as desired.

What is claimed as new is—

1. In a car-coupling, the combination of the draw-head D, having a beveled front end *d*, and also having a downwardly-inclined upper face I, terminating in a vertical opening O through the draw-head in rear of said face, with the pin-lever L, mounted on a horizontal pivot and resting upon the upper face of said draw-head and on one side thereof, a vertical opening V in the outer end of said lever, a pin P, pivoted in the outer end of said opening, and means for raising said lever upon its pivot, the whole operating substantially as described.

2. In a car-coupling, the combination of the draw-head D, having a beveled front end *d*, and also having a downwardly-inclined upper face I, terminating in a vertical opening O through the draw-head in rear of said face, with the pin-lever L, mounted on a horizontal pivot and resting upon the upper face of said draw-head at one side thereof, a pin P, pivoted to said lever near its front end, a rod R, extending outwardly from said lever near its front end, an uncoupling-lever U, pivoted to the draw-head and standing alongside the same at the opposite side from the pin-lever, a

transverse rod T, connecting said levers and causing them to move in unison, and means for operating them, as and for the purpose set forth.

- 5 3. In a car-coupling, the combination, with the draw-head D, having a vertical hole O therethrough, of a lever L, pivoted to said draw-head, a pin P depending and a rod R  
10 said lever, an uncoupling-lever U, pivoted to the draw-head and adapted to strike said rod

R when it is raised, and means for raising said levers, as and for the purpose hereinbefore set forth.

In testimony that I claim the foregoing as 15  
my own I have hereto affixed my signature in presence of two witnesses.

JOHN A. ALEXANDER.

Witnesses:

L. T. MORRIS,  
C. L. JOHNSON.