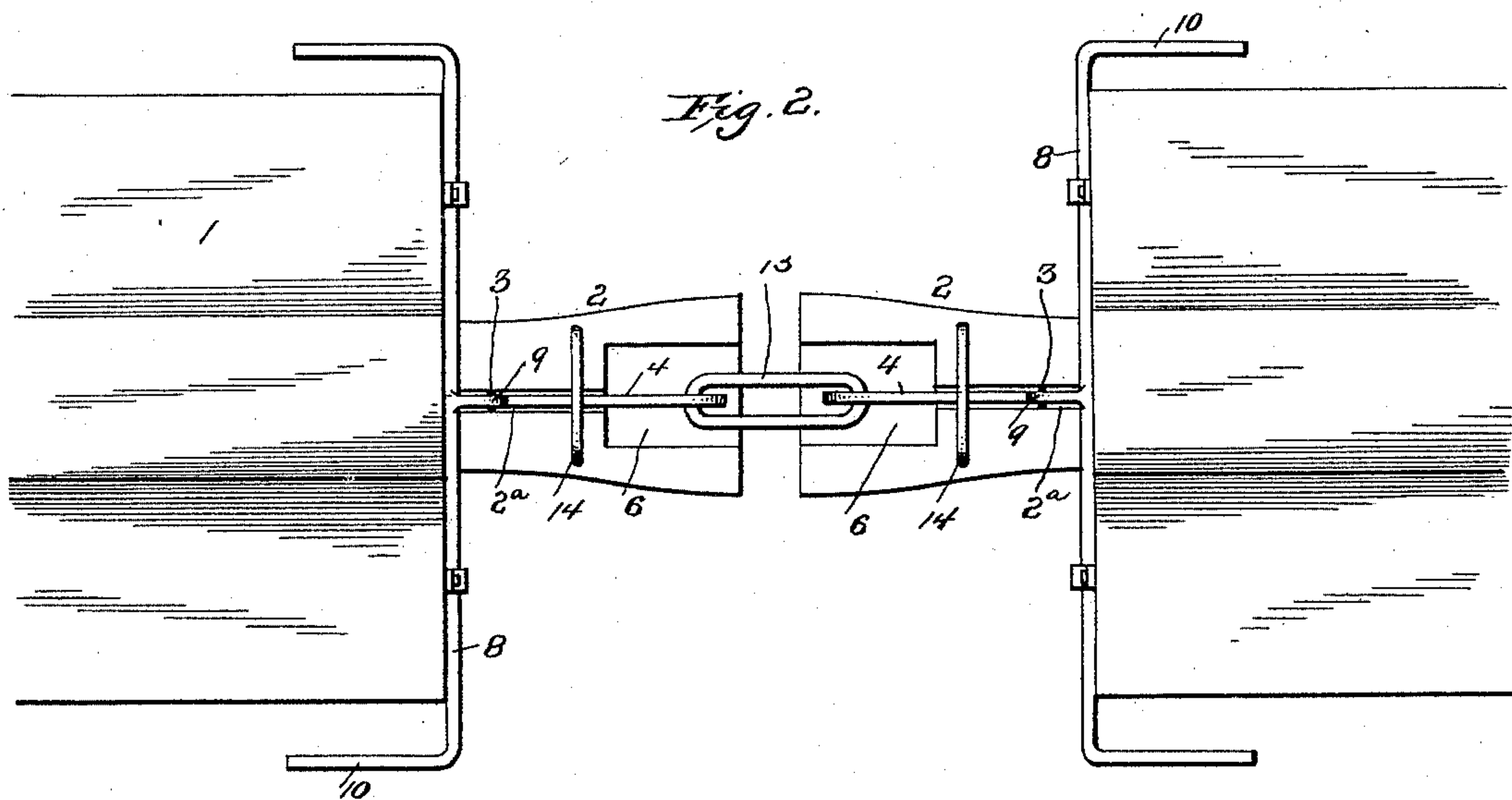
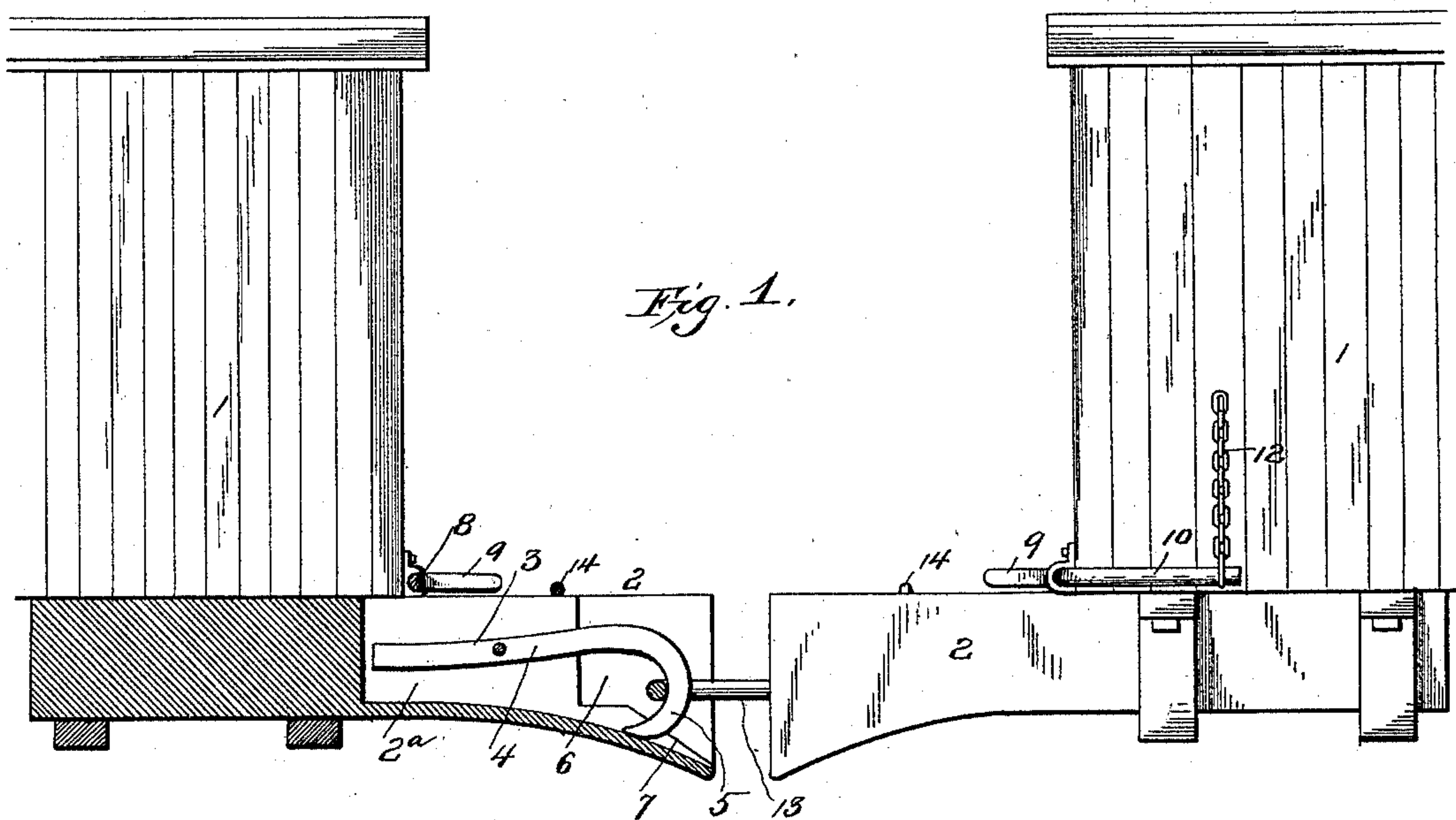


(No Model.)

A. J. TATUM & C. COLE.
CAR COUPLING.

No. 441,907.

Patented Dec. 2, 1890.



WITNESSES:

F. L. Ourand
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UNITED STATES PATENT OFFICE.

ALONZO J. TATUM AND COBB COLE, OF JONESBOROUGH, ARKANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 441,907, dated December 2, 1890.

Application filed July 29, 1890. Serial No. 360,286. (No model.)

To all whom it may concern:

Be it known that we, ALONZO J. TATUM and COBB COLE, both residents of Jonesborough, in the county of Craighead and State of Arkansas, have invented certain new and useful Improvements in Car-Couplings; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to 10 which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Our invention relates to improvements in 15 car-couplings.

The object of our invention is to provide an automatic car-coupling which will operate to couple cars without the necessity of a brakeman or other person going between the cars 20 for such purpose, and which may be applied to cars of ordinary construction at a very little expense.

The invention is simple and economical in construction and reliable and efficient in use; 25 and it consists in the novel construction and combination of parts hereinafter fully described, and definitely pointed out in the claim.

In the accompanying drawings, Figure 1 30 represents a central sectional view of portions of two cars with our improved coupling applied thereto. Fig. 2 is a plan view of the same.

In the said drawings, the reference-numeral 35 1 designates the body of the cars, and 2 the draw-heads. These draw-heads are identical with each other and a description of one will suffice for both. Each draw-head is provided with a longitudinal slot 2^a, in which is pivoted at 3 a coupling-bar 4, having a hooked 40 end 5. The forward or hooked end of said bar works in a recess 6 in the draw-head, which is open at its top, and the bottom wall of which has a beveled front 7. Pivoted to the car is a transverse bar 8, having a central crank-arm 9, and at its ends is provided with operating-arms 10. These arms may be 45 connected with chains 12, extending to the top of the car when it is desired to operate the coupling-hook from the top.

13 designates an ordinary coupling-link, and 14 a transverse bar secured to the top of the draw-head for limiting the upward movement of the coupling-hook.

The operation is as follows: As the cars approach each other to be coupled an ordinary 55 link is inserted in one draw-head and held in a horizontal position. When the cars come together, the link will strike the beveled front 7 of the opposite draw-head, raising the hook, 60 which will fall by gravity when the link is properly seated, engaging with said link and securely coupling the cars. When it is desired to uncouple the cars, the rod or bar 8 is rotated by the chains 12 or the arms 10, as 65 may be found most convenient. This causes the crank-arm to be depressed, which, striking the rear end of the coupling-bar, depresses said end and elevates the hook, disengaging it from the link, the upward movement of the 70 bar being limited by the cross-bar 14.

It will be seen that the crank-arm 9 is not connected with the coupling-bar, but is entirely independent thereof, thus lessening 75 liability of accidents to the working parts of the device, which might impair its efficiency.

Having thus described our invention, what we claim is—

In a car-coupling, the combination, with a draw-bar having a horizontal slot and a recess 80 at its front end, the lower front wall of which is beveled or inclined, of a pivoted coupling-bar having a hooked front end, a cross-bar for limiting the upward movement of the coupling-bar, consisting of a rod extending 85 across the slot in the draw-head, and a transverse bar secured to the car, having a crank-arm independent of said coupling-bar, but adapted to engage with and actuate the same, and provided with operating arms and chains, 90 substantially as described.

In testimony that we claim the foregoing as our own we have hereunto affixed our signatures in presence of two witnesses.

ALONZO J. TATUM.
COBB COLE.

Witnesses:

J. H. MANGRUM,
ROBT. CARLTON.