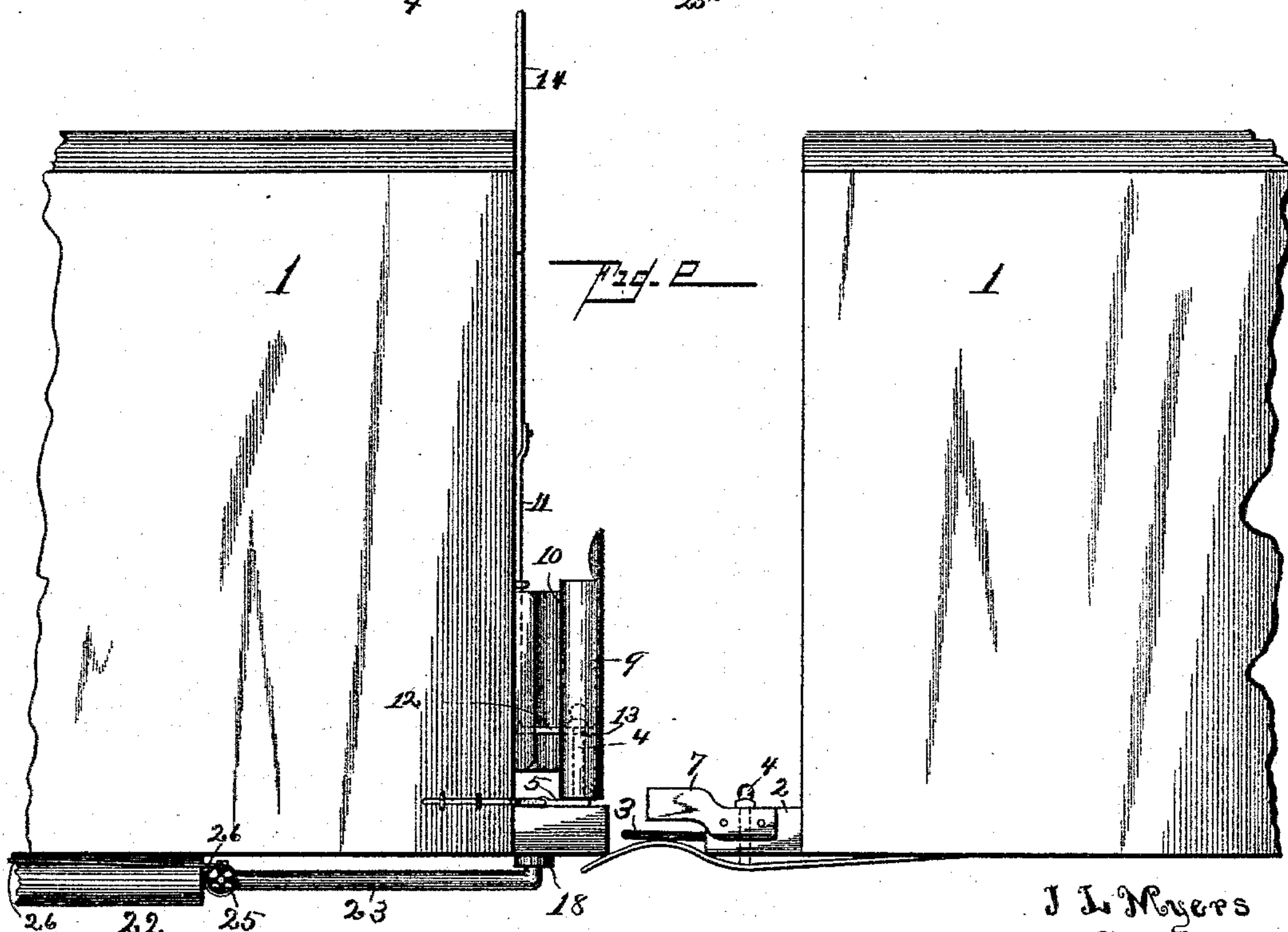
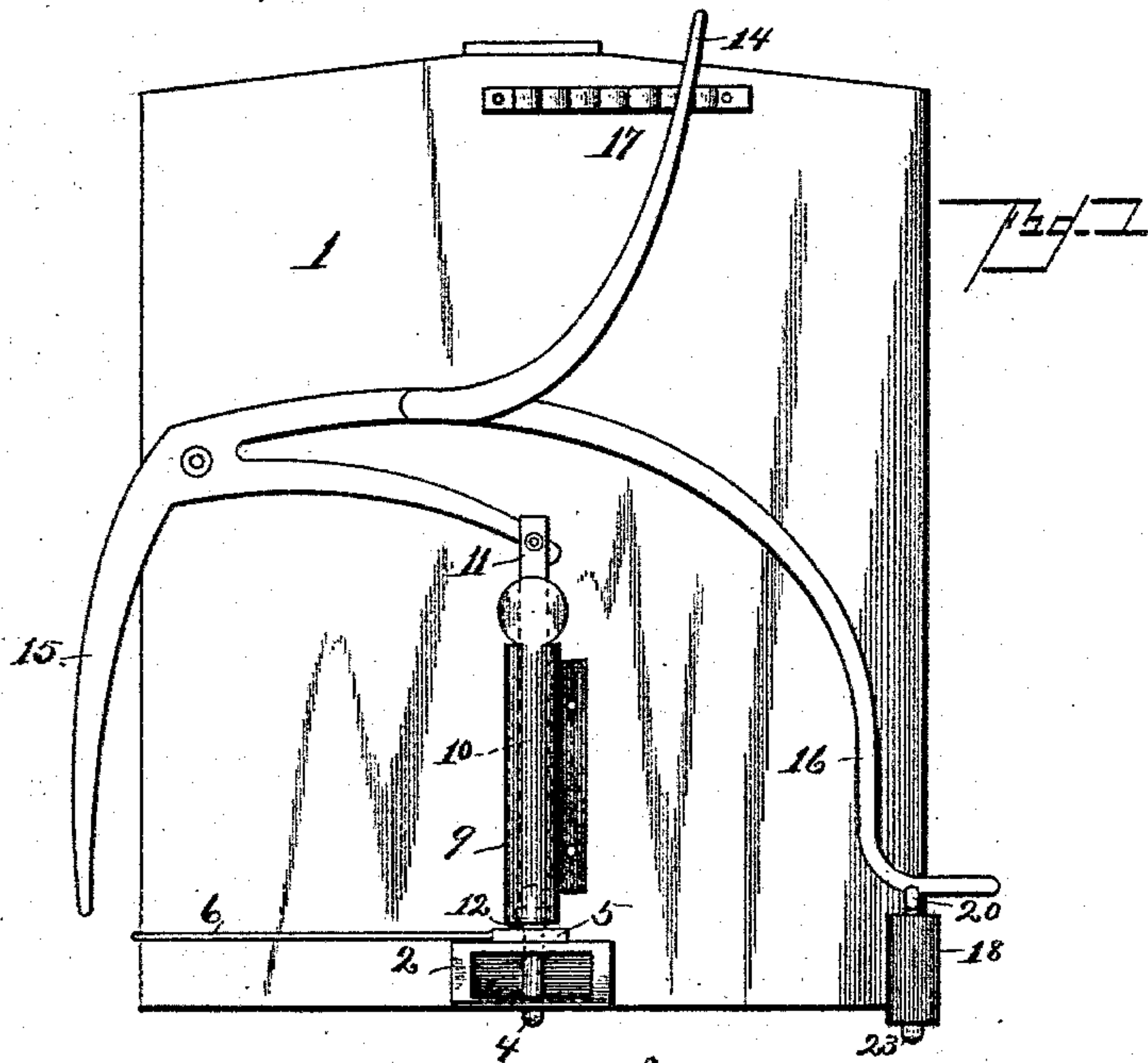


(No Model.)

J. L. MYERS.  
CAR COUPLING.

No. 494,878.

Patented Apr. 4, 1893.



Witnesses

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# UNITED STATES PATENT OFFICE.

JOSEPH L. MYERS, OF MATHIS, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 494,878, dated April 4, 1893.

Application filed August 25, 1892. Serial No. 444,087. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH L. MYERS, of Mathis, county of San Patricio, and State of Texas, have invented certain new and useful  
5 Improvements in Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to produce an improved form of safety coupler, which may  
10 be operated at all times without passing between cars.

In the accompanying drawings, Figure 1 is an end view of a car provided with my coupler. Fig. 2 is a side view of the same, showing  
15 two draw-heads in juxtaposition.

Referring to the figures on the drawings, 1 indicates a car, and 2 a draw-head.

3 indicates a link, and 4 a pin.

5 indicates a spring-actuated pin-supporting plate, preferably carried upon top of the draw-head and adapted to sustain the weight  
20 of a pin.

6 indicates an arm which carries the pin-supporting plate, and is adapted to be operated by a projection 7, extending from the  
25 side of the draw-head. The arms are preferably located upon opposite sides in adjacent cars, so that the pin-supporting plates may be conveniently operated by the projection.  
30 Suitable means for actuating the arm is to make the arm itself of spring metal, and fasten it upon the outside of the car, as illustrated.

9 indicates a pin-guide, which consists preferably of a suitable cylindrical bracket provided with an inside longitudinal slit 10.

11 indicates a lever provided with a pivoted pin puller 12 provided with a circular opening 13, through which the pin passes,  
40 and which is of such dimensions as to catch the head of the pin and to lift it. The pivot-pin of the lever is preferably to one side of the car.

14, 15, and 16 indicate handles for operating the lever, one for each side of the car, and  
45 one for the top.

17 indicates a catch for holding the lever in the elevated position, for the purpose of

sustaining the pin and preventing coupling to the car.

22 indicates a steam brake pipe, supposed to be connected with the source of steam in the locomotive, not illustrated.

23 indicates a pipe communicating with the cylinder and adapted to carry steam thereto  
55 for the purpose of operating the piston.

25 indicates a cup in the pipe, and 26 a connecting piece secured at one end of the car, and communicating at the other end with plates in convenient reach of an operator, as  
60 for example with the cab of an engine, not illustrated.

The operation of my device is as follows: It will be observed that when the cars are forced against each other, the projections upon opposite sides of the draw-heads will strike the  
65 levers that carry the pin supports, and slip them from underneath the pins, which, by their own weight, will descend into position. When in this position, and it is desired to uncouple the cars, it may be easily done by operating the lever on top or either side of the  
70 car.

It should be observed that the amount of steam necessary to operate the uncoupler will  
75 be so small as not to interfere in any manner with the brake system of the car.

What I claim is—

1. In a car coupler, the combination with a car and draw-head, of a pin and guide, a pin-supporting plate, and a spring arm fastened  
80 at one end to the side of the car and carrying the plate on its inner end underneath the pin, substantially as set forth.

2. In an uncoupling device, the combination with a pin, of a lever pivoted to one side  
85 of a car, and having handles upon both sides and upon the top of the car for operating the lever to raise or depress the pin, substantially as specified.

In testimony of all of which I have hereunto  
90 subscribed my name.

JOSEPH L. MYERS.

Witnesses:

REV. T. J. JOHNSTON,  
A. NICHOLDS.