

J. W. JACKSON.
CAR COUPLING ATTACHMENT.
APPLICATION FILED JULY 1, 1909.

948,096.

Patented Feb. 1, 1910.

2 SHEETS—SHEET 1.

Fig. 1.

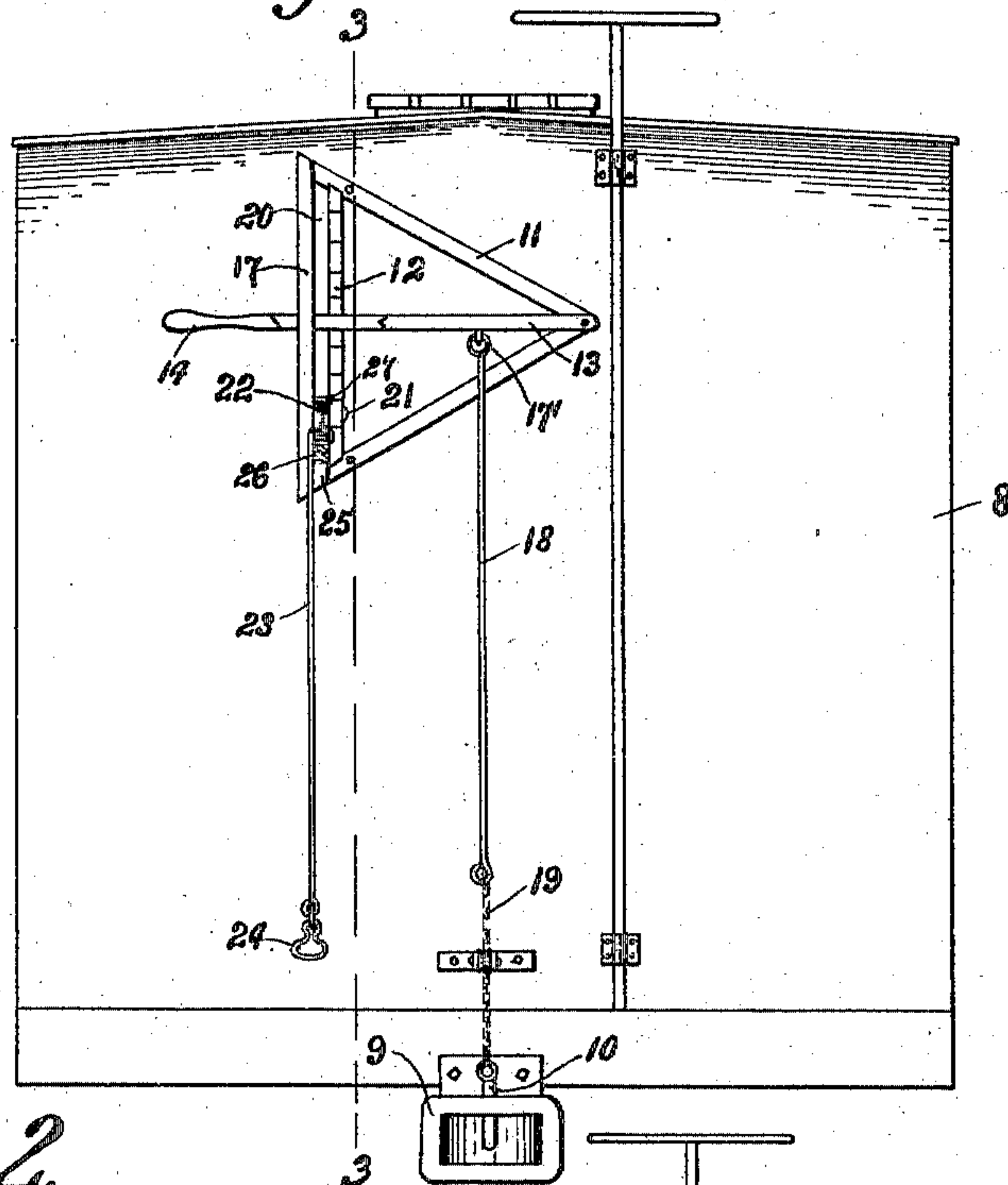
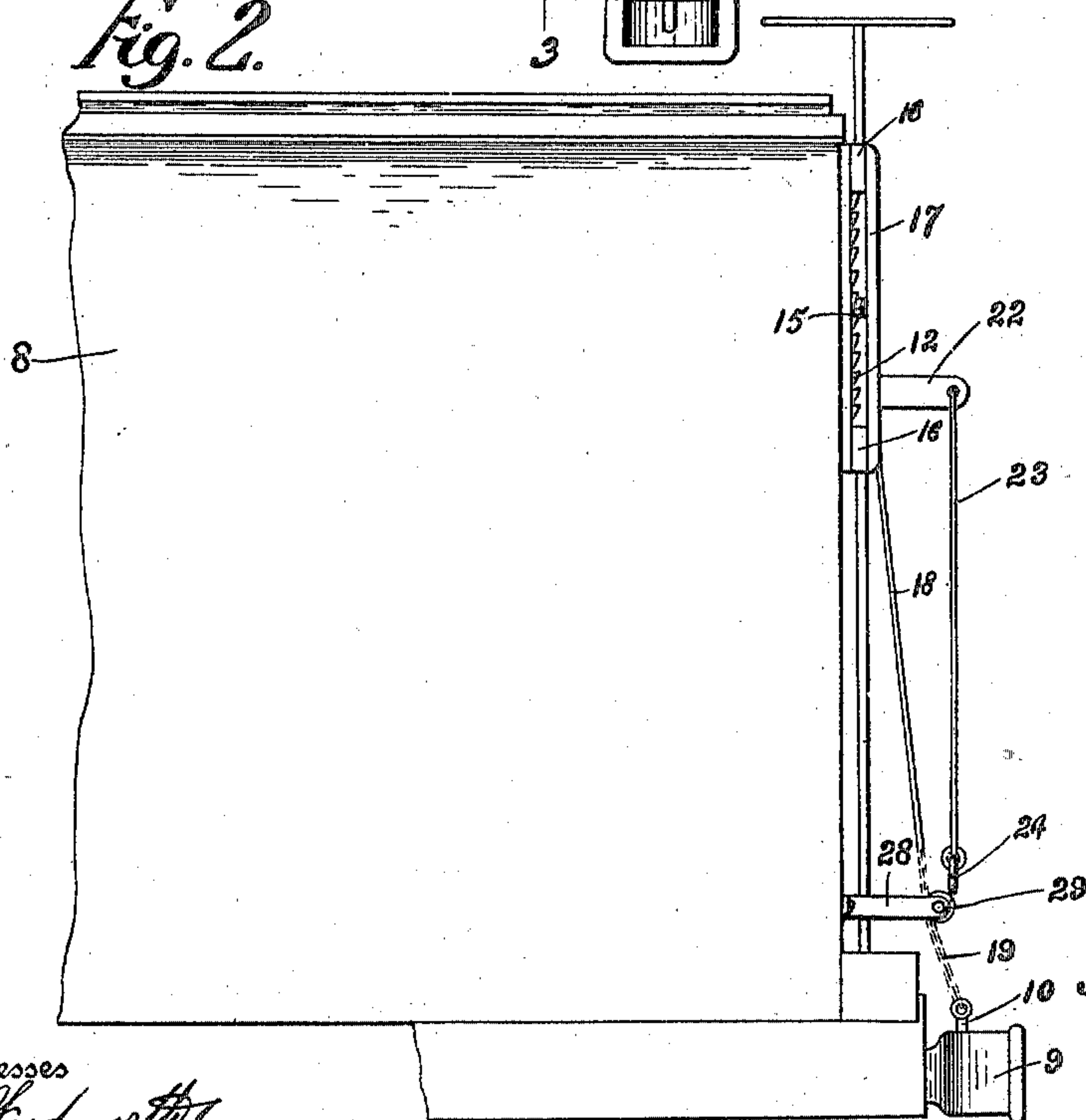


Fig. 2.



Inventor
James W. Jackson.

Witnesses

R. H. Woodworth

A. O. Dander

By

Charles H. Dander

Attorneys

J. W. JACKSON.
CAR COUPLING ATTACHMENT.
APPLICATION FILED JULY 1, 1909.

948,096.

Patented Feb. 1, 1910.

2 SHEETS—SHEET 2.

Fig. 3.

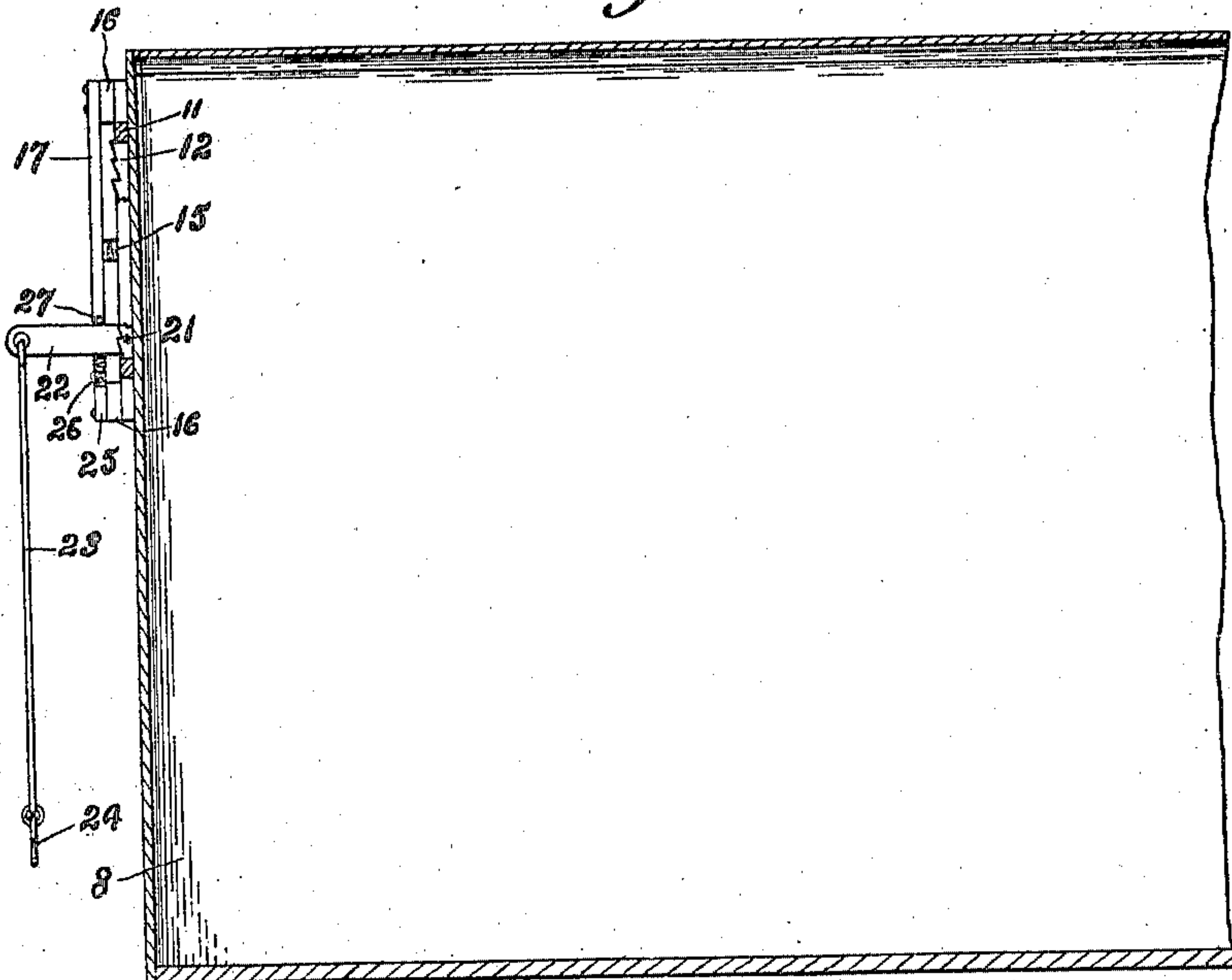


Fig. 4.

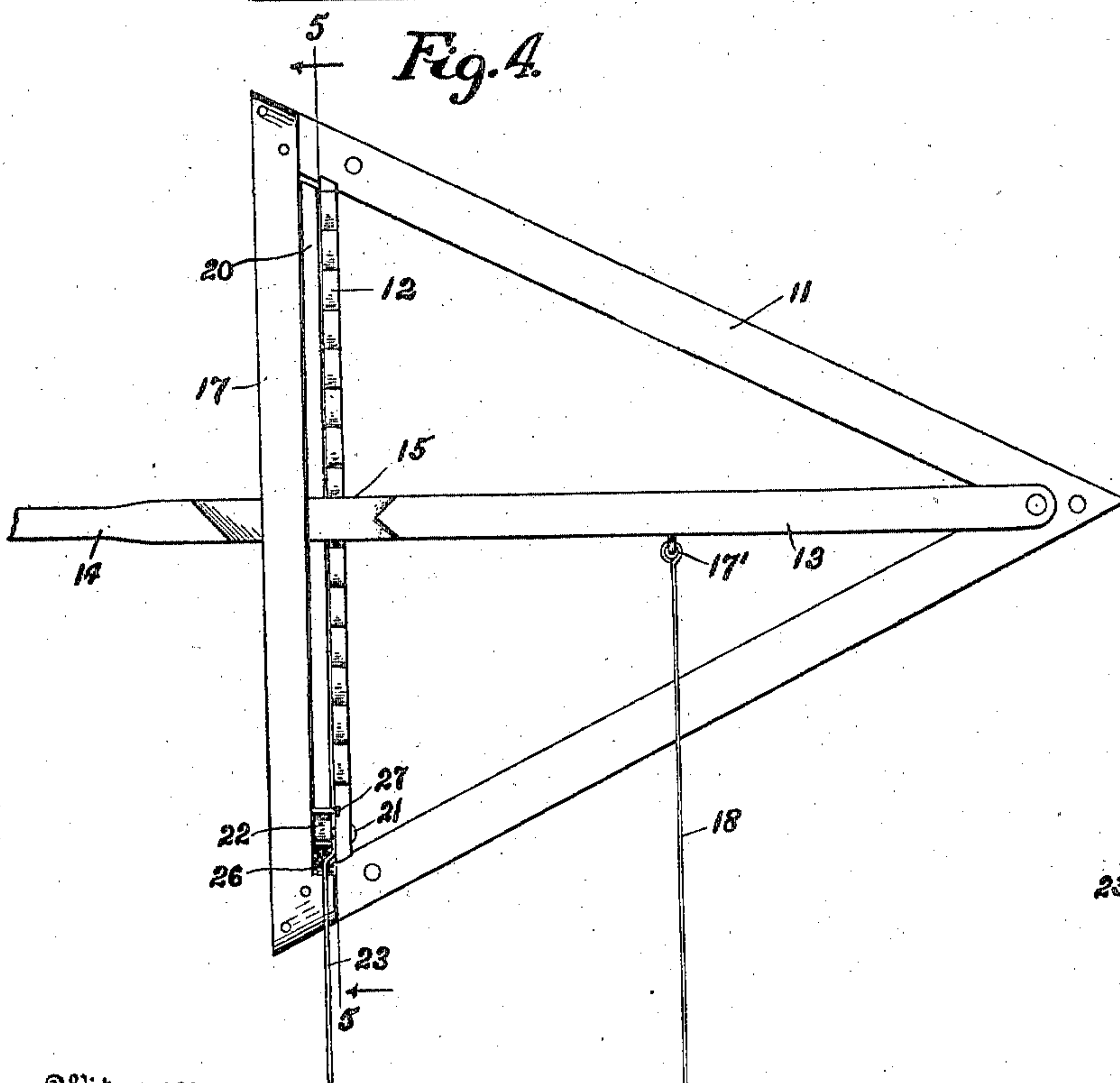
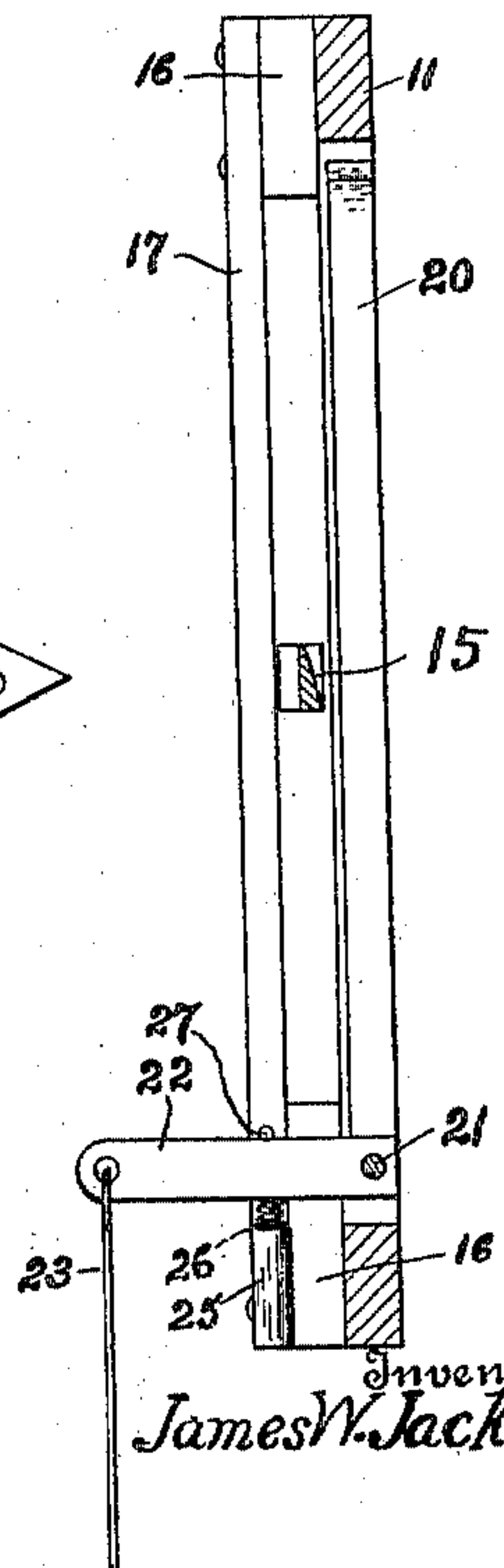


Fig. 5.



Witnesses
J. R. Hoodworth

J. W. Jackson

By

James W. Jackson

Attorneys

UNITED STATES PATENT OFFICE.

JAMES WASHINGTON JACKSON, OF CAPRON, VIRGINIA, ASSIGNOR OF ONE-FOURTH TO JACOB SPRUELL AND ONE-FOURTH TO SANDY A. JACKSON, BOTH OF CAPRON, VIRGINIA.

CAR-COUPLING ATTACHMENT.

948,096.

Specification of Letters Patent.

Patented Feb. 1, 1910.

Application filed July 1, 1909. Serial No. 505,463.

To all whom it may concern:

Be it known that I, JAMES WASHINGTON JACKSON, a citizen of the United States, residing at Capron, in the county of Southampton, State of Virginia, have invented certain new and useful Improvements in Car-Coupling Attachments; 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 invention relates to a car coupling attachment and more particularly to the class of devices for coupling and uncoupling cars.

The primary object of the invention is the provision of a device of this character in which the coupling pin of a car coupler may be conveniently and quickly actuated from one side of a car at the top of the same.

Another object of the invention is the provision of a device of this character which will permit the withdrawal or insertion of a coupling pin for uncoupling or coupling adjacent cars without the necessity of a person standing between the said cars and that will enable the said person to operate the coupler either when standing on the ground or upon the roof of the car and thereby avoiding danger of being injured.

A still further object of the invention is the provision of an attachment of this character which is simple in construction, readily and easily actuated, efficient in operation and inexpensive in the manufacture.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawing, which discloses the preferred form of embodiment of the invention to enable those skilled in the art to practice the invention, and as set forth in the claims hereunto appended.

In the drawings: Figure 1 is an end elevation of a car body with the invention applied thereto. Fig. 2 is a fragmentary side elevation of the same. Fig. 3 is a section view on the line 3—3 of Fig. 1 and the same being partly broken away. Fig. 4 is an enlarged plan view of the frame removed from the car. Fig. 5 is a sectional view on the line 5—5 of Fig. 4 looking in the direction of the arrow.

Similar reference characters indicate cor-

responding parts throughout the several views in the drawings.

In the drawings the numeral 8, designates generally a car body which is of the usual or ordinary construction, and having mounted at its end sill centrally thereof a coupling head 9, which is of the well known type and being provided with the usual draw or coupling pin 10, so that an adjacent car may be coupled or uncoupled to and from the coupling head 9, when desired.

Secured to the end wall of the car body 8, near the roof thereof is a triangular-shaped frame 11, having mounted therein in parallelism and in spaced relation to the vertical portion of the frame a toothed rack bar 12 and upon this frame is pivotally mounted a manually operable lever 13, terminating at its free end in a handle 14, so that the same may be manipulated at the will of an operator. The lever 13, is cut away on opposite sides to form a beveled edge 15 to permit it to be brought into locked engagement with the rack bar 12, to hold the same in raised adjusted position. Upon the said frame at directly opposite corners thereof are spacer blocks 16, to which latter is connected a guide strip 17, and between this strip and the vertical portion of the frame is adapted to be guided the manually operable lever when adjusting the same. Upon the lever 13, is a depending eye 17, to which is connected a rod 18, the latter having connected to its lower end a chain 19, which is also connected to the coupling pin 10, so that upon raising of the lever 13, the said pin 10, may be withdrawn from the coupling head to permit uncoupling of the cars and upon the lowering of said lever 13, the coupling pin 10, will be dropped into the coupling head 9.

Interposed between the vertical portion of the frame and the rack bar 12, is a trip arm 20, the latter pivoted as at 21 at its lower end and is provided with a right angular extension 22, to which is loosely connected a manually controlled pull rod 23, carrying at its lower end a loosely connected hand loop 24, so that the trip arm may be actuated to disengage the lever 13, from the rack bar 12, while an attendant or operator is standing upon the ground at one side of the car.

The guide strip 17, at its lower end is formed with an offset 25, forming a bearing

for one end of an expansion spring 26, which latter also has its opposite end bearing against the under face of the extension 22, to hold the trip arm normally in an inoperative position or out of the path of movement of the manually operable lever 13. The said extension 22, engages a stop lug 27, when the trip arm is in an inoperative position.

Mounted upon the end wall of the car body 8, and projecting at right angles therefrom is a guide bracket 28, in which is mounted an anti-friction roller 29, over which travels the chain 19, when the manually operable lever 13, is being moved.

From the foregoing the construction and operation of the invention will be clearly obvious without the necessity of any further description and therefore the same has been omitted.

What is claimed is:—

1. The combination with a car having a draw head and coupling pin working therein, of a frame mounted at the end of the

car near the roof thereof, a rack bar carried by said frame, a manually operable lever pivotally connected to the frame and adapted to engage the rack, connections between the coupling pin and said lever, and manually operable trip means adapted to disengage the said lever from the rack bar.

2. The combination with a car having a draw bar and coupling pin working therein a pivotal lever supported at the end of the car near the roof thereof, a rack bar adapted to be engaged by the lever to hold the latter in adjusted position, connections between the coupling pin and said lever and normally inoperative trip means for releasing the lever from engagement with the rack bar.

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

JAMES WASHINGTON JACKSON.

Witnesses:

E. E. RAWLINGS,
L. J. BAIN.