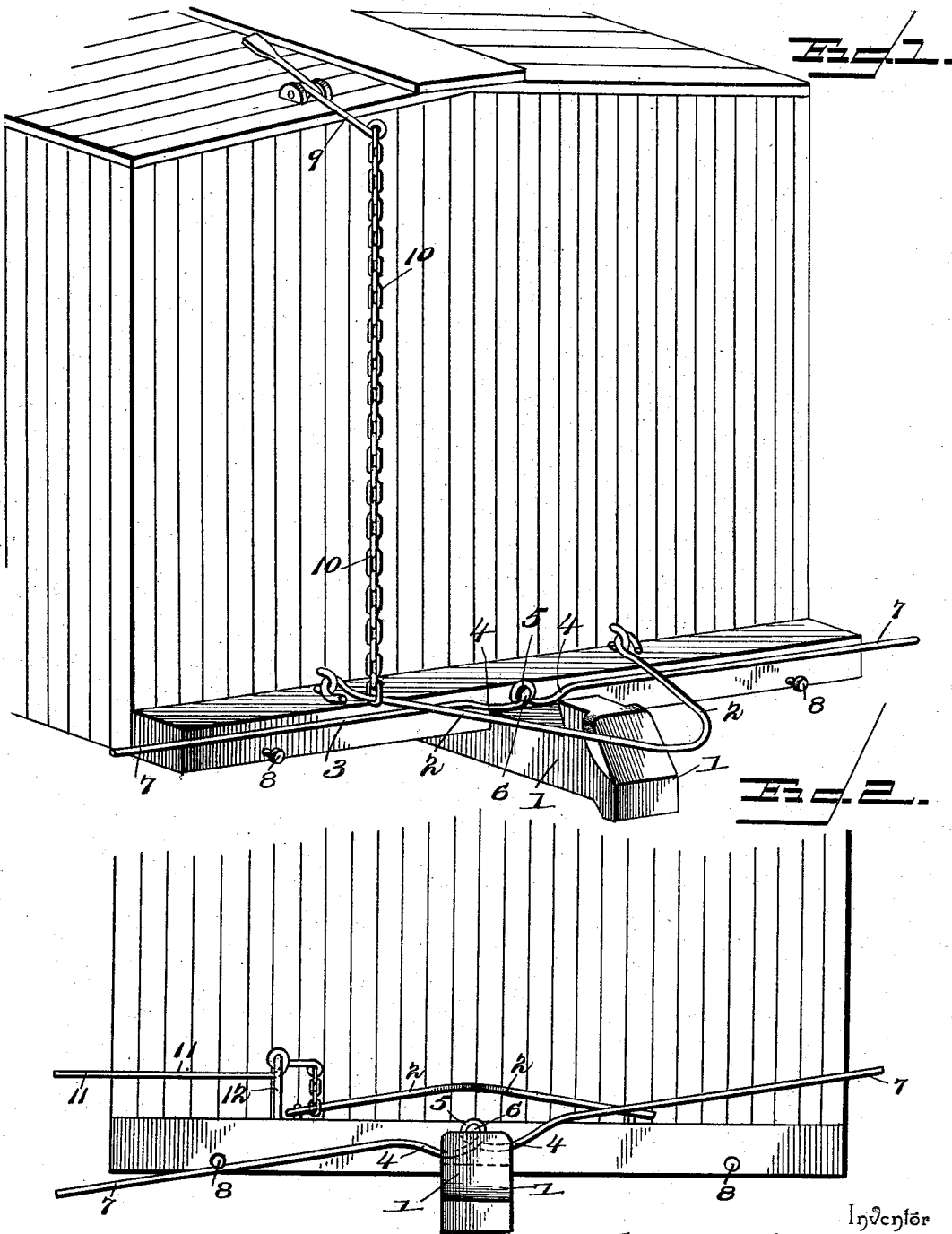


(No Model.)

E. B. STONE.
CAR COUPLING.

No. 508,062.

Patented Nov. 7, 1893.



Witnesses
E. H. Stewart
N. H. Ray

By *his* Attorneys.

Edgar B. Stone,
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THE NATIONAL LITHOGRAPHING COMPANY,
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UNITED STATES PATENT OFFICE.

EDGAR B. STONE, OF NARROWS, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 508,062, dated November 7, 1893.

Application filed June 8, 1893. Serial No. 476,971. (No model.)

To all whom it may concern:

Be it known that I, EDGAR B. STONE, a citizen of the United States, residing at Narrows, in the county of Sullivan and State of Indiana, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to simplify and improve the construction of car-couplings, and to provide one which will readily couple automatically and which may be readily uncoupled from the top or sides of a
15 car, and which will not necessitate going between cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated
20 in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings: Figure 1 is a perspective view of a car-coupling embodying the invention. Fig. 2 is an elevation of a car, illustrating
25 means for uncoupling from one side thereof.

Similar numerals of reference designate corresponding parts in both the figures of the drawings.

30 1 designates a hook-shaped draw-head and 2 designates a V-shaped coupling-link, which is hinged to the car above the draw-head, and is adapted to engage a similar draw-head of another car. The V-shaped link is held elevated preparatory to coupling by a transverse
35 link-lifting lever 3, which extends across the end of the car and projects beyond the same to enable it to be within convenient reach without necessitating persons going between
40 cars. The transverse operating-lever is fulcrumed at its center and is provided with a central depressed V-shaped bend 4, and an eye 5, to receive the pivot-bolt 6. The bend 4 elevates the end-portions 7, and when one
45 of the end-portions is depressed the other is elevated and engages the V-shaped link to raise the latter above the plane of the draw-heads preparatory to coupling. The link is held elevated by projections 8, extending from
50 the car adjacent to the sides thereof and adapted to be engaged by the ends of the operating-lever, which is engaged beneath the projections. The projection employed holds

the depressed side of the lever from moving upward. After the cars have come together, 55 the operating-lever is disengaged from the projection to allow the V-shaped link to drop into engagement with the draw-head of the adjacent car.

The end of the draw-head forms a bumper, 60 and the incline at the front thereof enables the link to readily ride up and engage the hook-shaped draw-head.

The operation of uncoupling may be performed from the top of a box-car by means of 65 a lever 9, which is connected with the link by a chain 10; and from the side of the car the link may be lifted out of engagement for uncoupling by a lever 11, which is fulcrumed on a standard rod 12. 70

It will be readily apparent that the car-coupling is simple and exceedingly inexpensive in construction, and that the operation of coupling and uncoupling may be performed without necessitating persons going between 75 cars.

What I claim is—

1. In a car-coupling, the combination with a car, of a hook-shaped draw-head, a V-shaped link hinged to the car and arranged above the 80 draw-head, and a transverse operating lever fulcrumed beneath the link at its center and having raised end-portions for engaging the link to elevate the same, substantially as described. 85

2. In a car-coupling, the combination of a car, provided adjacent to its sides with projections, a hook-shaped draw-bar, a link pivoted to the car and adapted to engage the draw-bar of another car, and a transversely 90 disposed operating lever extending across the car and terminating at the sides thereof and fulcrumed at its center and provided with a depressed V-shaped bend centrally disposed and elevating the end-portions whereby the 95 same are adapted to engage and elevate the link, said end-portions being adapted to be engaged under said projections, substantially as described.

In testimony that I claim the foregoing as 100 my own I have hereto affixed my signature in the presence of two witnesses.

EDGAR B. STONE.

Witnesses:

CHAS. L. COOPER,
WM. BURMAN.