

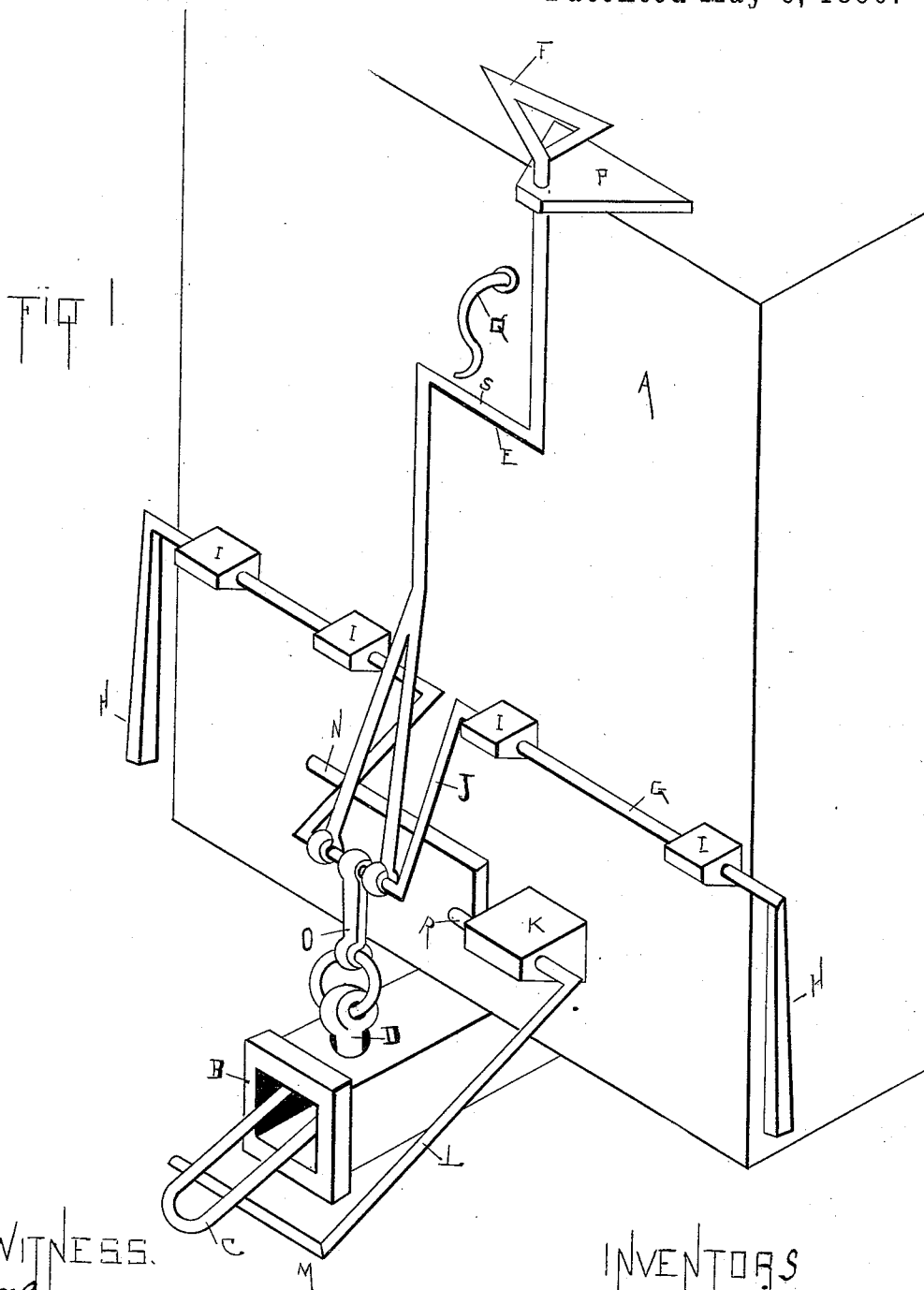
(No Model.)

2 Sheets—Sheet 1.

E. S. BACON & A. F. SELLERS.
CAR COUPLING.

No. 427,212.

Patented May 6, 1890.



WITNESS.

Clarence Conely
Geo P. Davis

INVENTORS

Ebenezer S. Bacon
Albert F. Sellers
by Elliott G. Stoddard
Their Attorney

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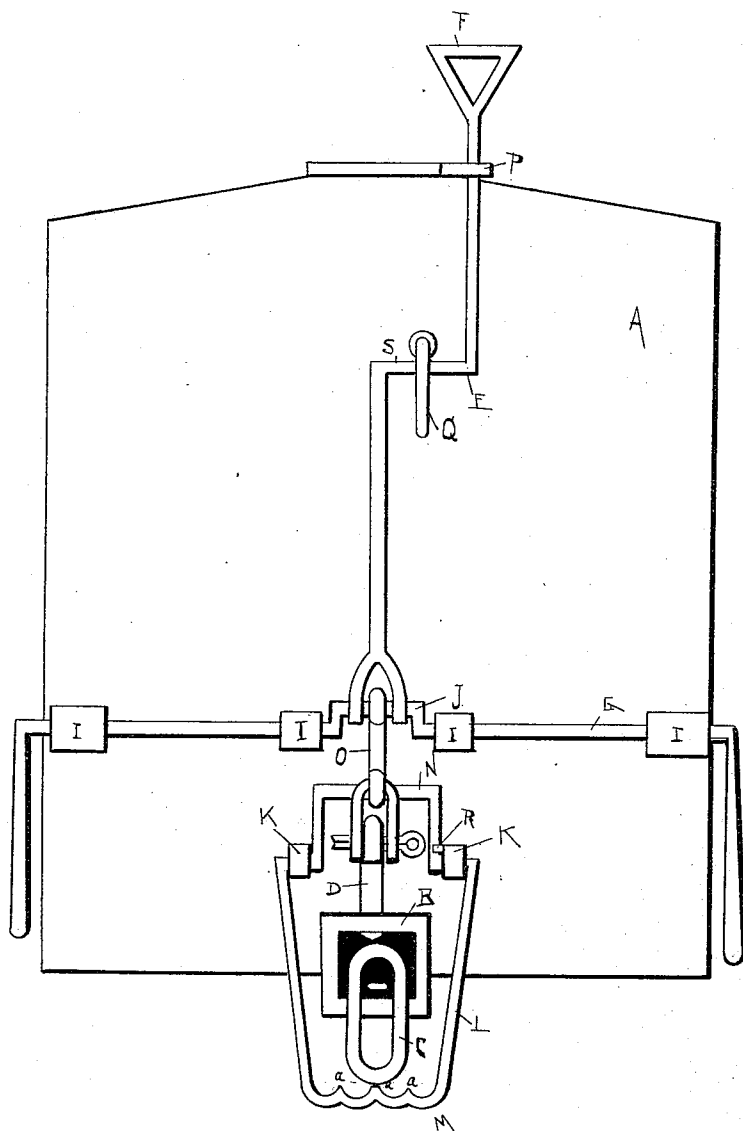


Fig. 2

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UNITED STATES PATENT OFFICE.

EBENEZER S. BACON AND ALBERT F. SELLERS, OF DETROIT, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 427,212, dated May 6, 1890.

Application filed February 26, 1890. Serial No. 341,890. (No model.)

To all whom it may concern:

Be it known that we, EBENEZER S. BACON and ALBERT F. SELLERS, of Detroit, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Car-Couplers, of which the following is a specification.

Our invention relates to car-couplers; and the object of our improvement is to provide an apparatus by which railroad-cars may be coupled and uncoupled without going between the cars. We attain this object in the apparatus illustrated in the accompanying drawings, in which—

Figure 1 is an isometric view of one end of a car with our improved coupling and uncoupling apparatus attached. Fig. 2 is an end elevation of a car with our improved coupling and uncoupling apparatus attached, showing modified forms of some of the parts.

Our device is intended to be used with the ordinary draw-bar, coupling-pin, and elliptical coupling-link.

A is the body of the car.

B is the drawbar.

C is the coupling-link.

D is the coupling-pin.

I I I I are standards secured to the end of the car and extending therefrom.

G is a rod extending horizontally across the end of the car and resting in bearings in the ends of the standards I I I I. Said standards should be of such a length that the rod G shall be held a foot or a foot and a half from the car. J is an arm extending from the center of the rod G.

H H are handles at the ends of the rod G, by which said rod may be turned in its bearings.

E is a rod extending from near the drawbar B to the top of the car, provided at its top with the handle F, and having between its ends the horizontal portion S. The rod E passes through an aperture in a standard P, secured at the top of the car, in which aperture it is adapted to slide in the direction of its length.

Q is a hook secured to the end of the car above the horizontal portion S of the rod E.

O is a link pivoted at one end to the coupling-pin D, and at the other end to the arm J and rod E.

K is a standard secured to the end of the car a short distance from the bottom, and at one side of the center.

L is a lever pivoted in bearings in the end of the standard K, so as to turn in a plane at right angles to the end of the car. Said lever is provided at its upper end with a crank N, which usually stands in an approximately vertical position. The horizontal portion of the crank N extends under the arm J. The lower end of the lever L is bent at M to extend horizontally under the link C. The lever L may have the form shown in Fig. 2, in which case there would be two bearings K and K'. The lower horizontal portion of the lever L is provided with lugs *a a a*, which prevent the lateral displacement of the coupling-link when said link is resting upon said portion of said lever.

R is a stud extending from the standard K and adapted to limit the motion of the crank N.

The operation of the above-described device is as follows: When it is desired to couple two cars, the rod G is turned by turning the handle H, which is at the right of the figures, in a negative direction. The arm J is forced down upon the horizontal portion of the crank N, thus turning the lever L in its bearing and raising the link C, by means of the portion of said lever which extends under said link, until the coupling-link C is in position to enter the cavity of the opposite draw-bar. To uncouple the cars the rod G is turned as before, but in a positive direction, the arm J rising and drawing the coupling-pin D out of engagement with the link C by means of the link O. The coupling-pin D may be withdrawn by an operator at the top of the car by drawing the rod E upward by means of the handle F. When the rod E is drawn upward until its horizontal portion is under the upper portion of the hook Q, the lower end of said rod is carried by the arm J out from the car until a straight line from the upper to the lower end of said rod passes outside of said hook. When the rod E is drawn up, its horizontal portion is forced

against the inside of the hook Q by the elasticity of said rod, and is held in its elevated position by its friction against said rod until forced down by the operator or the jar of the

5 colliding cars.

Having fully described our invention, what we claim, and desire to secure by Letters Patent, is—

10 1. The combination of the pivoted rod G, provided with an arm J, and means for turning said rod, the lever L, having its lower end adapted to engage with the coupling-link C, said lever being provided with the crank N, adapted to be turned by the arm J, sub-

15 stantially as shown and described.

2. The combination of the pivoted arm J,

the coupling-pin secured by a link to said arm, the rod E, secured at its lower end to the arm J, and reciprocating in an aperture formed in the standard P at the top of the 20 car, said rod being provided with a horizontal portion S near its center, and a hook Q, secured to the face of the car above the horizontal portion S of the rod E, said hook being adapted to hold said rod in an elevated posi- 25 tion, substantially as shown and described.

EBENEZER S. BACON.
ALBERT F. SELLERS.

Witnesses:

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CLARENCE CONELY.