

(No Model.)

H. W. TOLER.
CAR COUPLING.

No. 508,192.

Patented Nov. 7, 1893.

Fig. 1.

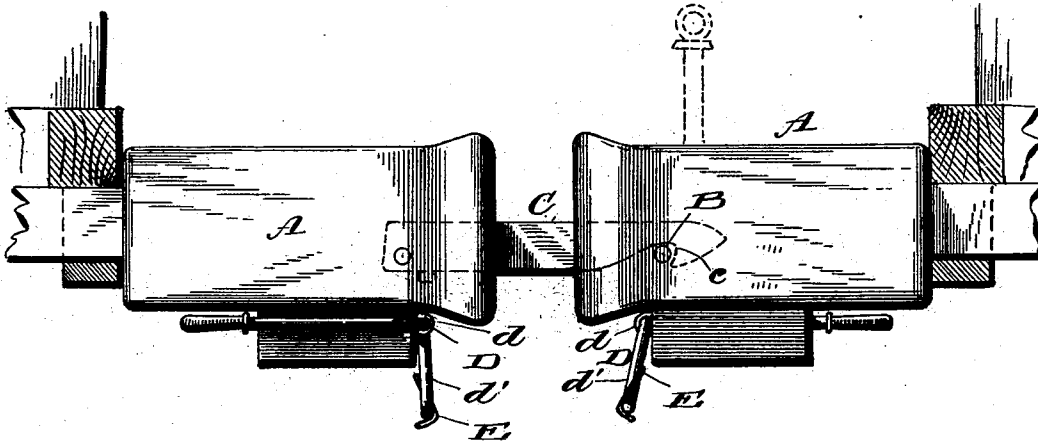


Fig. 2.

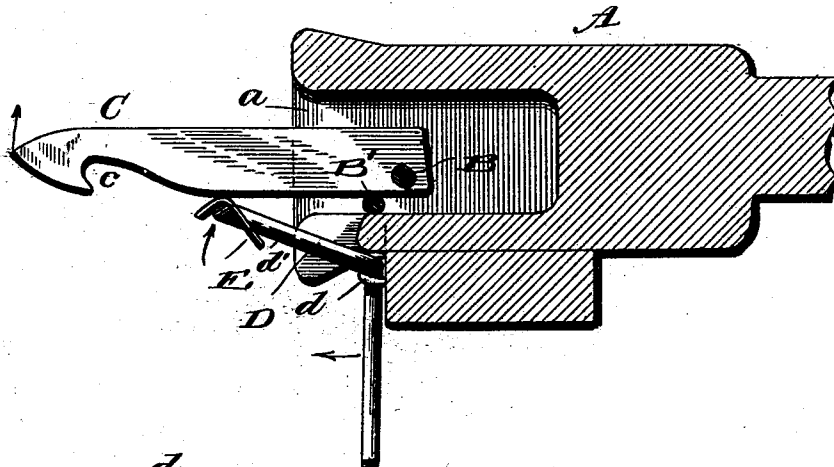
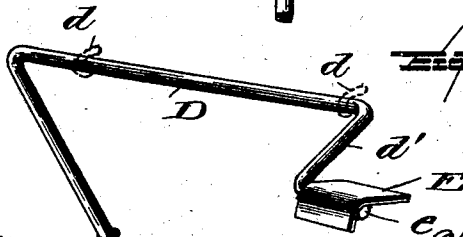


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

HENRY WILSON TOLER, OF CARTHAGE, ALABAMA, ASSIGNOR OF ONE-HALF
TO ROMULUS Y. WOODS, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 508,192, dated November 7, 1893.

Application filed May 20, 1893. Serial No. 474,908. (No model.)

To all whom it may concern:

Be it known that I, HENRY WILSON TOLER, a citizen of the United States, residing at Carthage, in the county of Hale and State of Alabama, have invented certain new and useful Improvements in Car-Couplings; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car couplings of that class known as arrow head, and it has for its objects among others to provide a simple and cheap car coupling that can be readily applied to cars now in use without any material change therein so that it may be readily adopted by the railroad companies, the great objection to most of the car couplings being that they necessitate such material changes in the rolling stock.

My invention has for a further object the provision of a simple and cheap device for uncoupling, whereby all necessity of going between the cars is avoided. The coupling is accomplished automatically.

Other objects and advantages of the invention will hereinafter appear and the novel features thereof will be specifically defined by the appended claim.

The invention in this instance resides in the peculiar combinations, and the construction, arrangement and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a side elevation showing the opposing ends of two couplings constructed in accordance with my invention. Fig. 2 is a vertical longitudinal section through one of the couplings. Fig. 3 is a perspective view of the uncoupling device detached.

Like letters of reference indicate like parts throughout the several views.

Referring now to the details of the drawings by letter, A designates a portion of a drawhead having the usual mouth *a*, within which is held a transverse pin B upon which is loosely pivoted the coupling dog C which has a hooked outer end *c* as shown; the hooked end may be pointed or tapered if desired to facilitate its better riding over the pin of the opposing drawhead as the cars come together. These coupling dogs in the opposing drawheads are so arranged as to allow one to pass the other so that when the cars couple the dogs will lie alongside each other.

Upon the bottom of the mouth of the drawhead there is secured a metallic wear plate B' upon which the dog rests as shown in Fig. 2.

The operation of this part of the invention will be clearly understood; as the cars come together the hooks of the dogs ride upon and catch over the pin of the opposite drawhead; when thus coupled there is a double couple or lock for should the hook of one dog break or by any means become disengaged from its pin the other will be sufficient to hold the cars together but when the two are employed they assist each other in bearing the strain and are not liable to break or to become thrown from their pins.

In order to uncouple when desired without the necessity of going between the cars I have provided an uncoupling device which is shown detached in Fig. 3; it consists essentially of a rod D journaled in suitable bearings as *d* on the front of the car and having its outer end extended beyond the car and bent at right angles to its length or parallel with the length of the car; its other end is bent at right angles to its length and also at a right angle to the handle portion as shown at *d'* so as to normally stand vertically against the end of the car as shown in Fig. 1. This end is again bent at right angles to the vertical portion as seen at *e* and this latter portion carries a plate or lifter E which has a shape in cross section substantially like a V as will be understood from Fig. 3; this is arranged to engage the under side of the dogs at the apex of the triangle of the lifter and elevate the dogs so as to disengage their hooked ends from their pins when desired; this is accom-

plished by simply turning the handle portion of the uncoupler rod. It automatically returns to its normal position by gravity.

What I claim as new is—

- 5 The combination with a drawhead having a mouth and a hooked dog pivoted on a pin within said mouth, of a lever pivotally mounted on the end of the car and having a handle portion and at the other end carrying

a lifter plate substantially V shaped in cross section to engage the under side of the dog, substantially as shown and described.

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

HENRY WILSON TOLER.

Witnesses:

CAD JONES,

P. A. TUTWILER.