

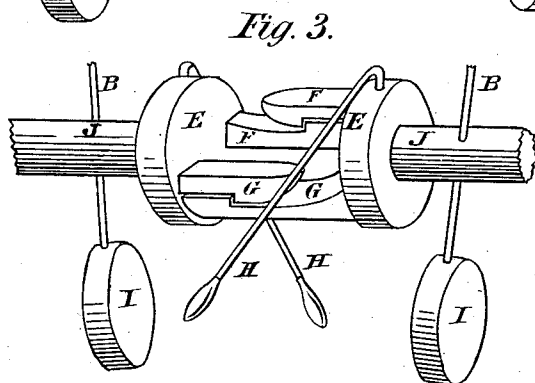
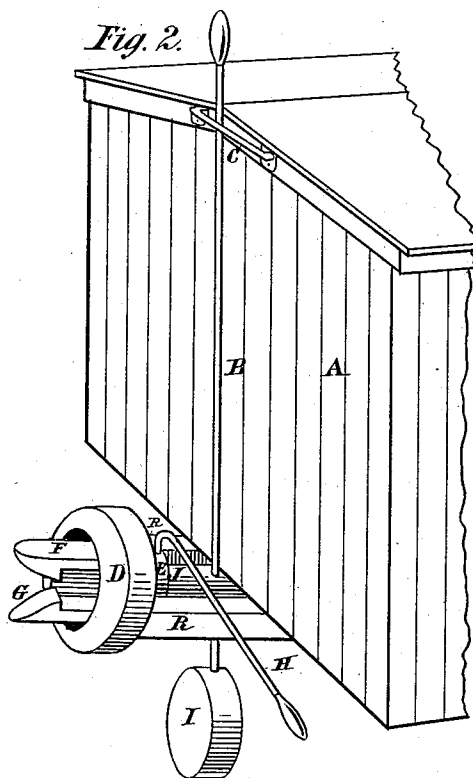
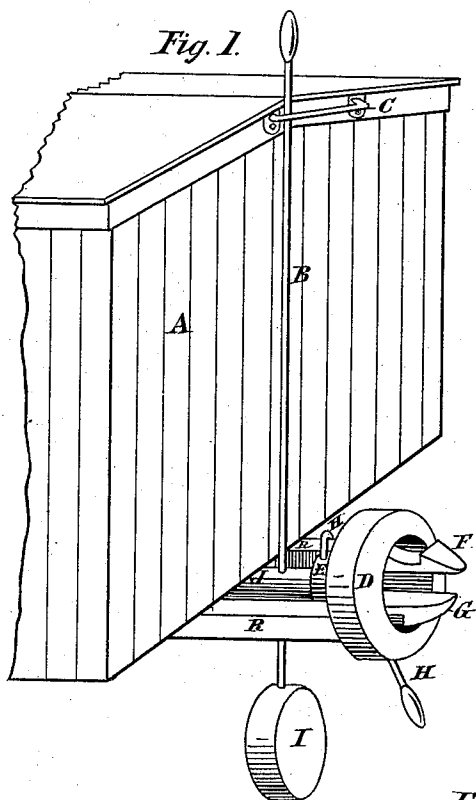
(No Model.)

E. F. TAYLOR.

CAR COUPLING.

No. 375,225.

Patented Dec. 20, 1887.



WITNESSES.

Rich. H. Collins.

Henry Whitney Cleveland.

INVENTOR.

E. F. Taylor

By Kelly & Langman
Attorneys

UNITED STATES PATENT OFFICE.

EZEKIEL F. TAYLOR, OF WASHINGTON, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 375,225, dated December 20, 1887.

Application filed October 29, 1887. Serial No. 253,764. (No model.)

To all whom it may concern:

Be it known that I, EZEKIEL F. TAYLOR, a citizen of the United States, residing at Washington, in the county of Mason, State of Kentucky, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to an improvement in car-couplings whereby railroad-cars may be coupled automatically and uncoupled from the top or sides, so as to prevent the necessity of the attendant getting between the cars when coupling or uncoupling them; and it consists of the details of construction, combination, arrangement, and adaptation of parts for service, substantially as hereinafter described, and specifically pointed out in the claim.

In the accompanying drawings, which illustrate the mechanism by which I attain the object of my invention, similar letters refer to similar parts.

Figures 1 and 2 are perspective views showing separate cars with coupling devices attached to each in position to couple automatically when brought in contact. Fig. 3 is a perspective view showing the engagement of the catches when the cars are coupled.

A represents an ordinary box-car.

D is a buffer with circular opening supported by parallel side bars, R R, forming a slotted opening, as partly shown in Figs. 1 and 2, which is closed by a cross-bar at rear, the whole being secured to the bottom of the car by suitable fastenings, and provided with the usual buffer-spring.

The letter J indicates a roller-bar fastened to the cross-bar at the rear end of draw-head, so as to admit of rotary oscillation passing between the side bars, R R, and enlarged at the forward end by the flange E, which is of diameter sufficient to fill the circular opening in the buffer D, except space enough to allow of free rotary oscillation to the roller J and flange E.

F F and G G are double catches projecting side by side with proper space between them perpendicularly from the outer face of the flange E, with the bevel slanting down in one and up on the other, as shown in all the figures of the drawings.

I indicates a gravity-weight suspended by

a short connection-rod from roller J, and operates to hold the catches in position for coupling automatically with an approaching car and holding them securely when coupled. The same object may be accomplished by a spring secured to side bar, R, and roller J, which device I claim also as part of my invention.

B and H are rods attached to the roller-bar, as shown in all the views, and are operated as levers to disengage cars when coupled, B being operated from the top of the car and H from the ground on the side of the car.

C is a guard for lever B.

Instead of attaching lever H to the flange E, as in the drawings, it can be secured to the roller behind it in the same manner as lever B; or it can be attached to lever B before its connection with roller J.

The roller J can be easily taken out and replaced when necessary. The double catches will operate on any angle provided the position of the roller J is the same on both cars.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

In a car coupling, the combination of a draw-head, consisting of a buffer, D, with circular opening supported by two parallel side bars, R R, forming a slot-like opening between them, closed at rear end by cross-bar, all cushioned on usual spring, a roller-bar passing from rear cross-bar through slot-like opening into circular opening in buffer D, fastened in rear cross-bar so as to admit free rotary motion, with forward end enlarged by flange E to fill opening in buffer D, except space enough for free rotary motion, with double catches F G, having bevels slanting in reverse directions projecting perpendicularly side by side from the outer face of flange E, a gravity-weight, I, attached to roller J, or, instead thereof, a spring secured to side bar, R, and roller J, for the purpose specified, and the lever-rods B and H and guard C, all constructed and arranged substantially as and in the manner and for the purpose described.

EZEKIEL F. TAYLOR.

Witnesses:

HARRY STUCKY,

DANIEL E. O'SULLIVAN.