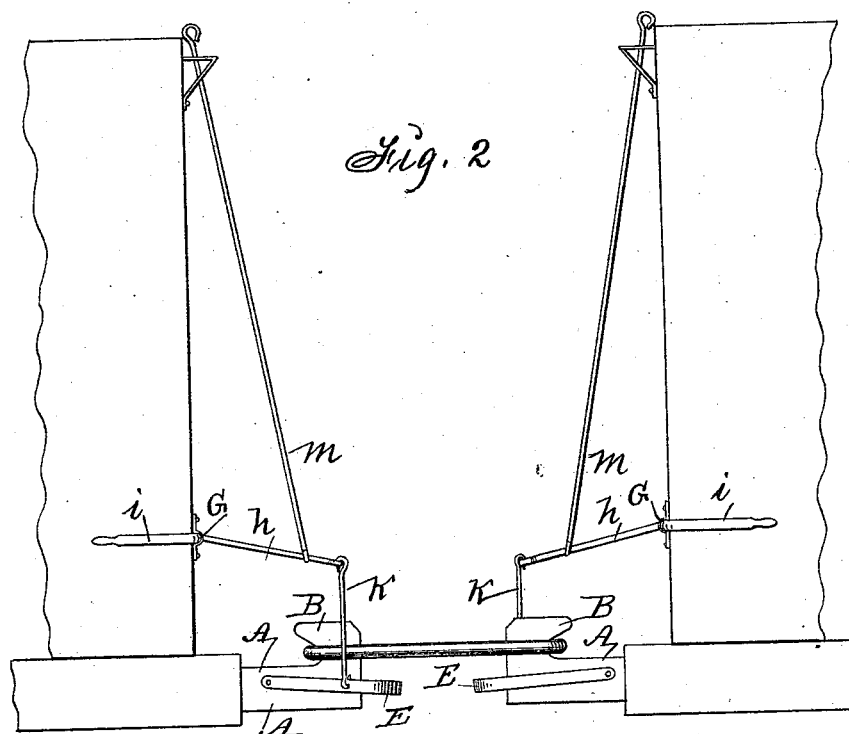
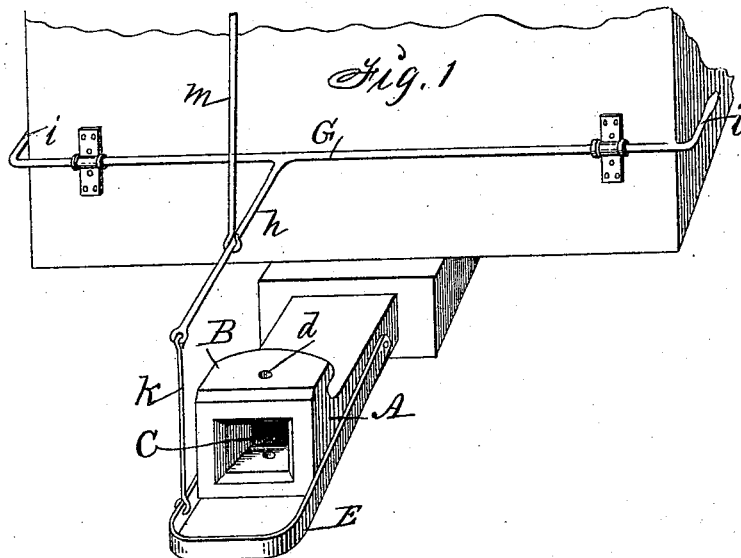


(No Model.)

W. HENRY.
CAR COUPLING.

No. 304,429.

Patented Sept. 2, 1884.



Witnesses:

W. A. Anderson.

Orra L. Moore.

Inventor:

William Henry.
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UNITED STATES PATENT OFFICE.

WILLIAM HENRY, OF COLFAX, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 304,429, dated September 2, 1884.

Application filed February 20, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY, of Colfax, in the county of Jasper and State of Iowa, have invented an Improved Car-Coupling, of which the following is a specification.

The object of my invention is to avoid the dangers and accidents and damages to life and property incident to the use of car-couplings that cannot be coupled or uncoupled without going between two cars.

It consists in combining an open link with a draw-head having a hook at its top and front end and a rock-shaft in such a manner that the coupling-link can be readily operated, as required, to couple and uncouple cars, by means of the rock-shaft, by a person on top of the car or at either side of the car and track, as hereinafter fully set forth.

Figure 1 of my accompanying drawings is a perspective view of one of my couplings applied to a car. Fig. 2 is a side view showing two cars coupled together by means of my device. Together they clearly illustrate the construction, application, and operation of my complete invention.

A represents a draw-head attached to the end and bottom of a car in a common way, so as to allow longitudinal and also lateral play. It has a hook, B, formed integral with its front end and top portion, that is adapted to engage a link carried on another car. It also has a cavity and throat, C, and vertical pin-hole *d*, that adapts it to be coupled to another car by means of a common link and pin.

E is an open-ended link pivoted to the draw-head in such a manner that the closed end will extend forward beyond the draw-head and swing vertically.

G is a rock-shaft mounted in suitable bearings attached to the front of a car. It has an arm, *h*, extending at right angles therefrom, and crank-handles *i* at its ends.

k is a link, by means of which the pivoted link E is flexibly connected with the end of the arm *h*, that extends from the rock-shaft G.

m represents a rod, chain, or rope extending upward through suitable bearings on the front of the car in such a manner that the rock-shaft G may be operated therewith by a person on top of the car.

In the practical operation of my invention thus constructed and applied, to couple two cars together that are provided with draw-heads having hooks B, I simply elevate the front end of the link E by means of the operative mechanism G *h k*, by seizing one of the handles *i*, or lifting upon the rod *m*, and when the two draw-heads come together I reverse the motion of the pivoted link and cause it to engage the hook B. To uncouple I simply lift the pivoted link from the hook by means of the same operative devices.

I am aware that hooks have been formed on the ends of draw-bars, and links pivoted thereto.

I am also aware that a device has been applied to a draw-head to lift and maintain a pivoted swinging link engaged with a downwardly-projecting hook; but my manner of combining an open-ended link, a draw-head having a mouth and also a hook, and a rock-shaft having an arm to manipulate a detachable link, as required, to couple by means of the fixed hooks or common pins, is novel and greatly advantageous.

I claim as my invention—

The improved car-coupling composed of a draw-head, A, having a hook, B, mouth C, and pin-hole *d*, the open-ended pivoted link E, the rock-shaft G, having an arm, *h*, and handles *i i*, and the connecting-link *k*, substantially as shown and described, for the purposes specified.

WILLIAM HENRY.

Witnesses:

J. A. MATTERN,
G. W. FRENCH.