

J. W. CURRIER.  
Car Coupling.

No. 90,730.

Patented June 1, 1869.

Fig. 1

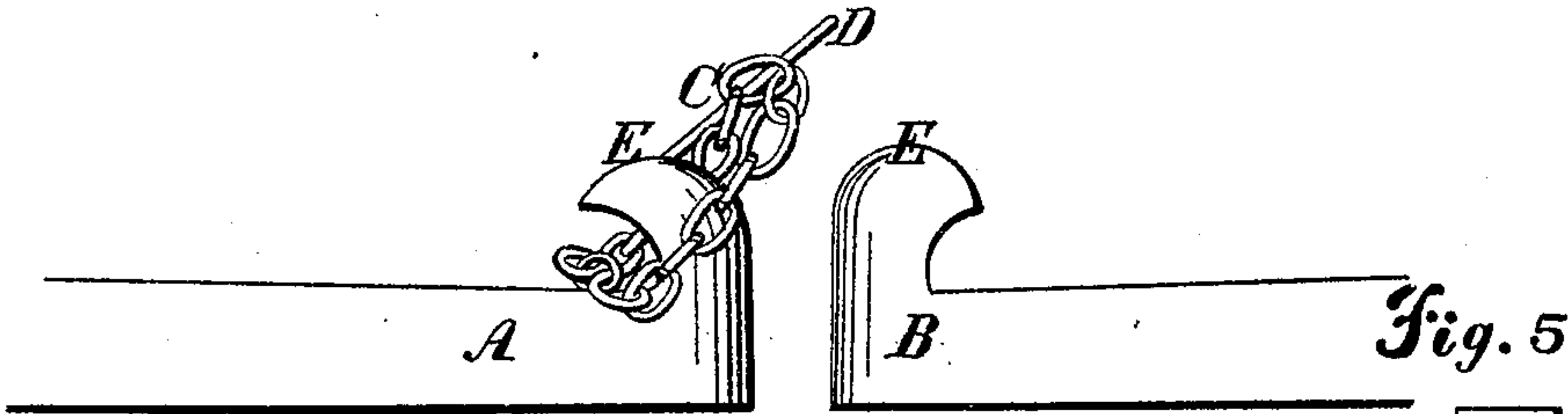


Fig. 2

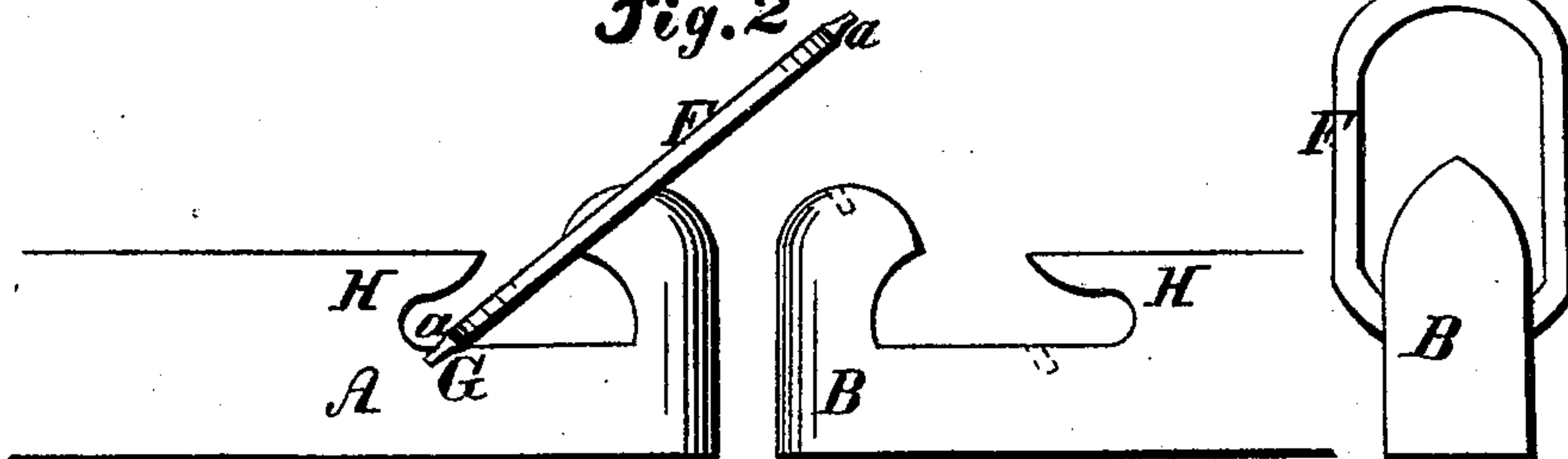


Fig. 3

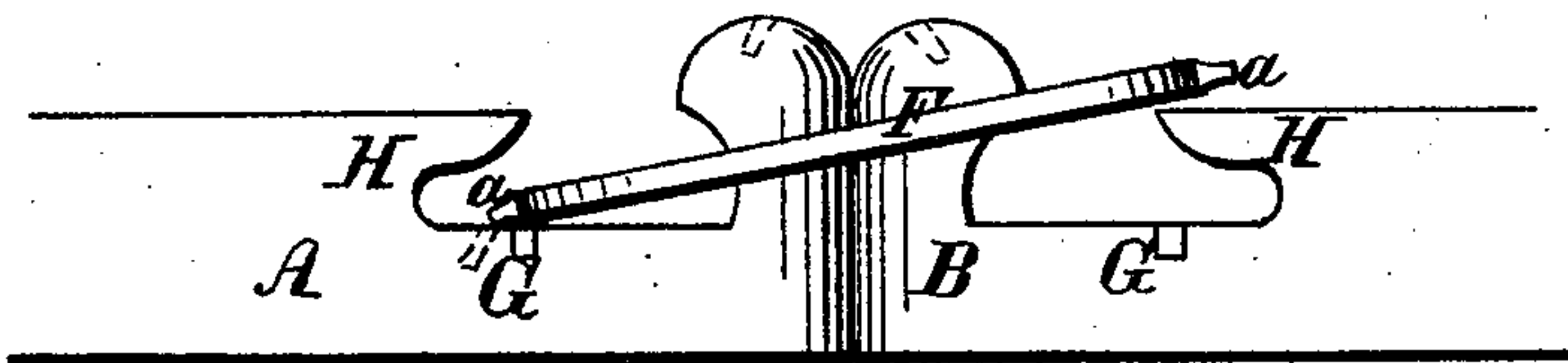


Fig. 4

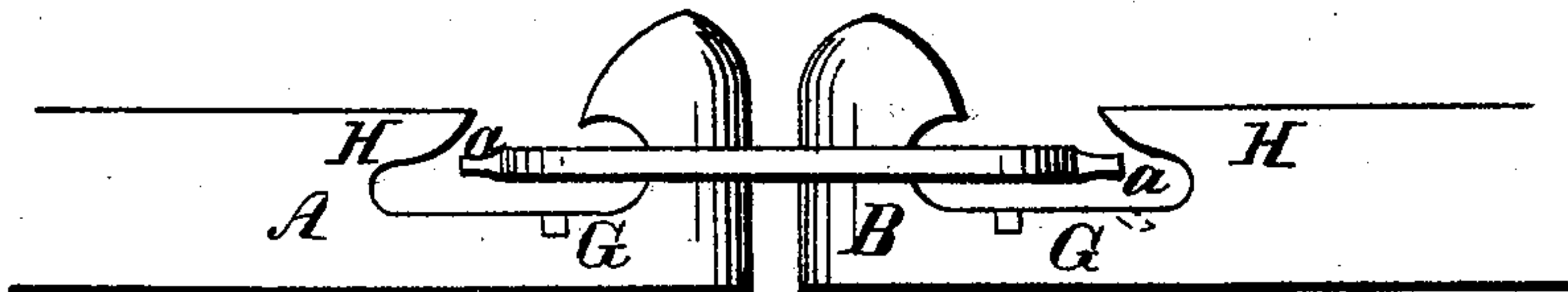
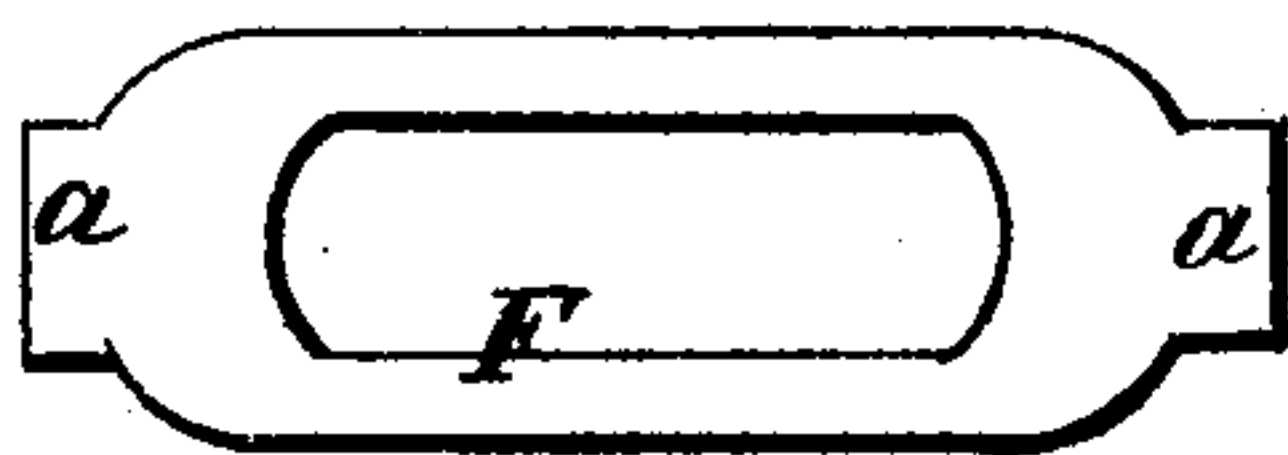


Fig. 6



Witnesses;

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# United States Patent Office.

JOHN W. CURRIER, OF SPRINGFIELD, MASSACHUSETTS.

*Letters Patent No. 90,730, dated June 1, 1869.*

## IMPROVEMENT IN CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

*To all whom it may concern:*

Be it known that I, JOHN W. CURRIER, of Springfield, Hampden county, State of Massachusetts, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full and clear description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the drawings—

Figures I, II, III, and IV show side views of my bunters, with the shackle in different positions; while Figure V is an end view of Fig. I; and Figure VI is a plan view of the shackle.

My coupling is a self-acting one, only requiring the setting of the shackle in order to make it couple when the bunters strike.

The bunters A and B are formed plain, without rigging of any sort, and consist of hooks, open at the top, over which the link is put, in order to fasten them together.

This link F may be made plain, as shown in Fig. VI, but with a flange, *a*, at one or both ends, so that it can be set up, as shown in Fig. II, in the socket G of one of the bunters.

In this case I ordinarily construct the bunters with the laps H and H, which prevent the link from jostling out when in place; the laps fitting over each end of the shackle, as shown in Fig. IV, when the cars are coupled.

When a chain-coupling, C, is used, these laps are not necessary, as the chain will not jostle off of itself.

In this case the bunters are constructed as shown in Fig. I, and a supporting-pin, D, is used to set up the link, as shown in this figure also, fitting into

sockets E in either bunter, the socket being usually formed in the head of the hook.

The method of operating my coupling is simply setting up the link or chain-shackle, as seen in the drawings and when the bunters strike, the link or shackle, falls over the bunter, coming against the one upon which it has been so set.

When the cars start again the link is pulled in place, where it is confined by the laps, as already stated.

The advantages of this arrangement are, that the brakeman has plenty of time to get out of the way after setting the link, and the cars then couple themselves.

Also, when it is desired to uncouple them, the operation is easily performed by lifting the link off either hook.

Besides this, in case the car ahead runs off the track, the coupling is pretty sure to come unfastened, the hook drawing down out of the link.

My device is simple, without any machinery, and is more cheaply constructed than those now in general use.

Now, having described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The bunters A and B, provided with laps H and H, and sockets G, when combined with the link F, constructed with flange *a*, in the manner and for the purpose shown and described.

J. W. CURRIER.

Witnesses:

EDWARD H. HYDE,  
J. B. GARDINER.