

(No Model.)

L. KING.
CAR COUPLING.

No. 249,369.

Patented Nov. 8, 1881.

Fig. 1.

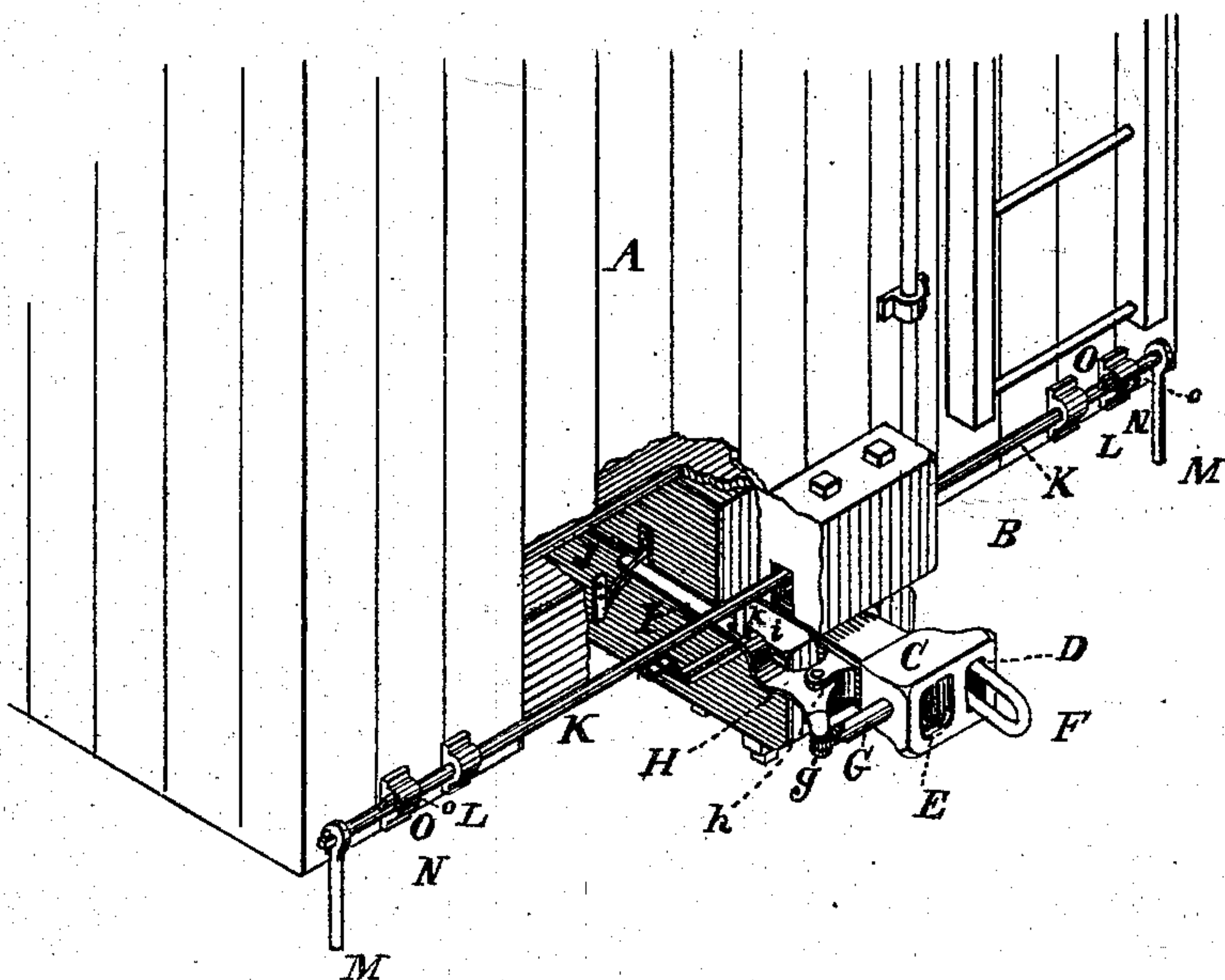
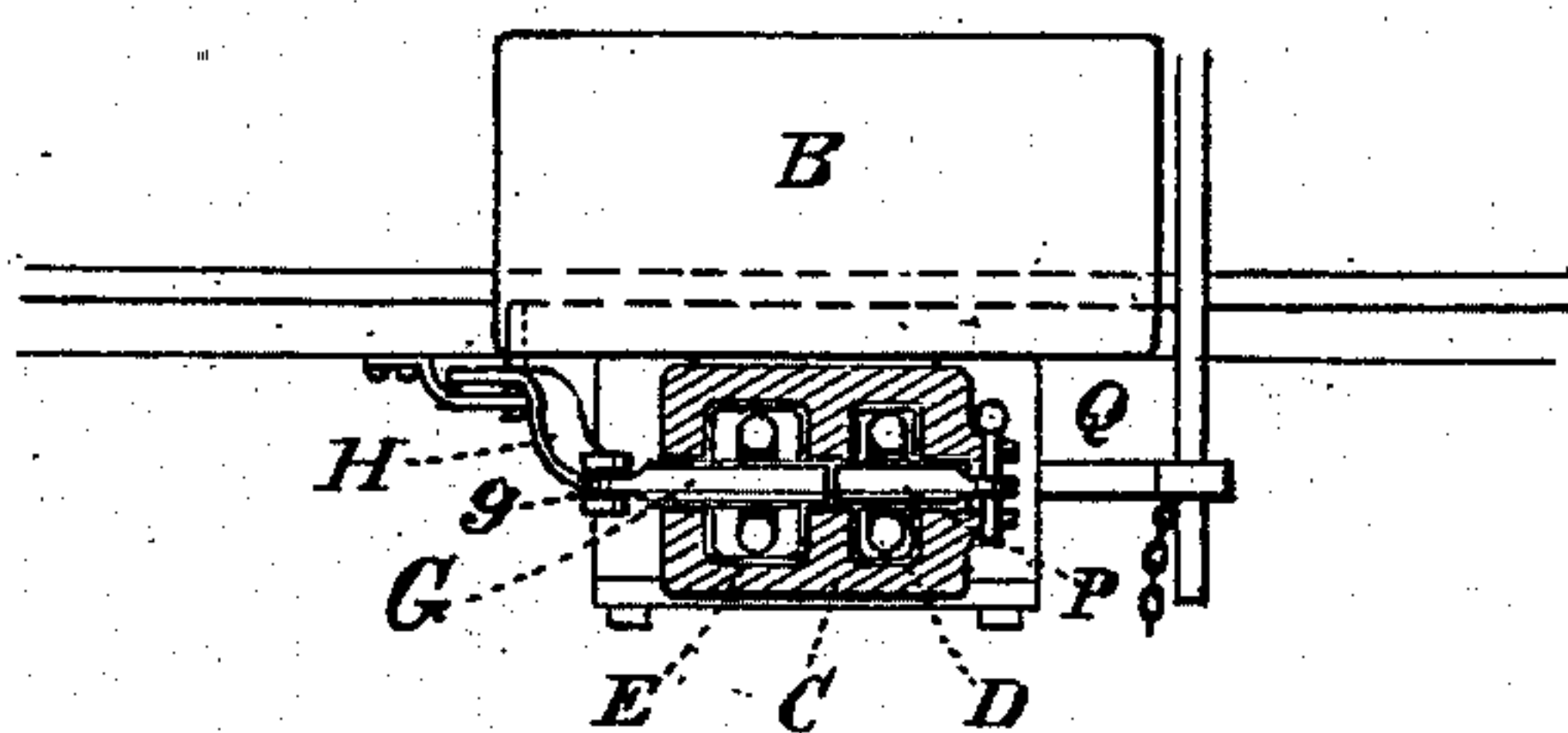


Fig. 2.



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UNITED STATES PATENT OFFICE.

LEANDER KING, OF GEORGETOWN, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 249,369, dated November 8, 1881.

Application filed September 24, 1881. (No model.)

To all whom it may concern:

Be it known that I, LEANDER KING, of Georgetown, Brown county, Ohio, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

In the accompanying drawings, Figure 1 is a perspective view, showing a portion of a freight-car provided with a coupling embodying my invention. Fig. 2 is a transverse section through the draw-head in the plane of the coupling-pin.

A may represent a part of one end of an ordinary freight-car; B, timbers forming guide and support for the draw bar and head.

15 The draw-head C contains two compartments—to wit, a right-hand compartment, D, and a left-hand compartment, E. Compartment D has a permanently-protruding link, F, which enters and is secured within the left-hand compartment of the head of the opposing car, if one of the same pattern. When thus coupled the left-hand compartment, E, of the represented car merely receives, without fastening, the link of the opposing car. Each
25 draw-head has, for the purpose of engaging the opposing link, a horizontally-sliding coupling-pin, G. The outer extremity of pin G is pivoted (*g*) to a bell-crank, H, fulcrumed (*h*) upon the draw-head, and having a shank, I, which, extending backward, occupies a guide, J, underneath the car-body. The shank I is slotted (*i*) for a pin, *k*, that extends downward from a sliding rod, K, which, occupying sockets L in the car-body, extends to close proximity with the outside of the said body and
35 terminates in handles M, conveniently accessible to a person standing to one side of the train, and who, by a lifting of the handle M, followed by a longitudinal movement of the
40 rod, either withdraws the pin from or thrusts it into the coupling-link of the opposing car.

The rod K having been drawn or pushed to the desired position for coupling or uncoupling, as the case may be, the handles M are suffered to drop to the represented perpendicular position, and when in this position detents N engage behind stops O and retain the rod in lock to either the coupling or the uncoupling position. From this position a partial rotation of the rod brings the detent in front of the slot *o* and permits a longitudinal movement of the rod in the reverse direction, after which, the handles M being again liberated, the detents N engage on the remote side of the stop and again lock the parts.

The permanent link F is held by a short bolt, P, which is held in lock by a pin, Q.

If desired, both or either of the links may be engaged; but in general only one is utilized at any one time, and that may be the link which it is for the time being most convenient to employ.

In case the link in use should break, there will always be another in reserve and in position for instant use.

I claim as new and of my invention—

A draw-head in two compartments, of which one compartment, D, contains a permanently-projecting link, F, and the other compartment is adapted to receive the corresponding link of the opposing car, and is provided with a coupling-bolt, G, operated by bell-crank H, and sliding and vibrating rod K, accessible at the car-sides, and self-locking to either the coupled or the uncoupled position, substantially as set forth.

In testimony of which invention I hereunto set my hand.

LEANDER KING.

Attest:

GEO. H. KNIGHT,
SAML. S. CARPENTER.