

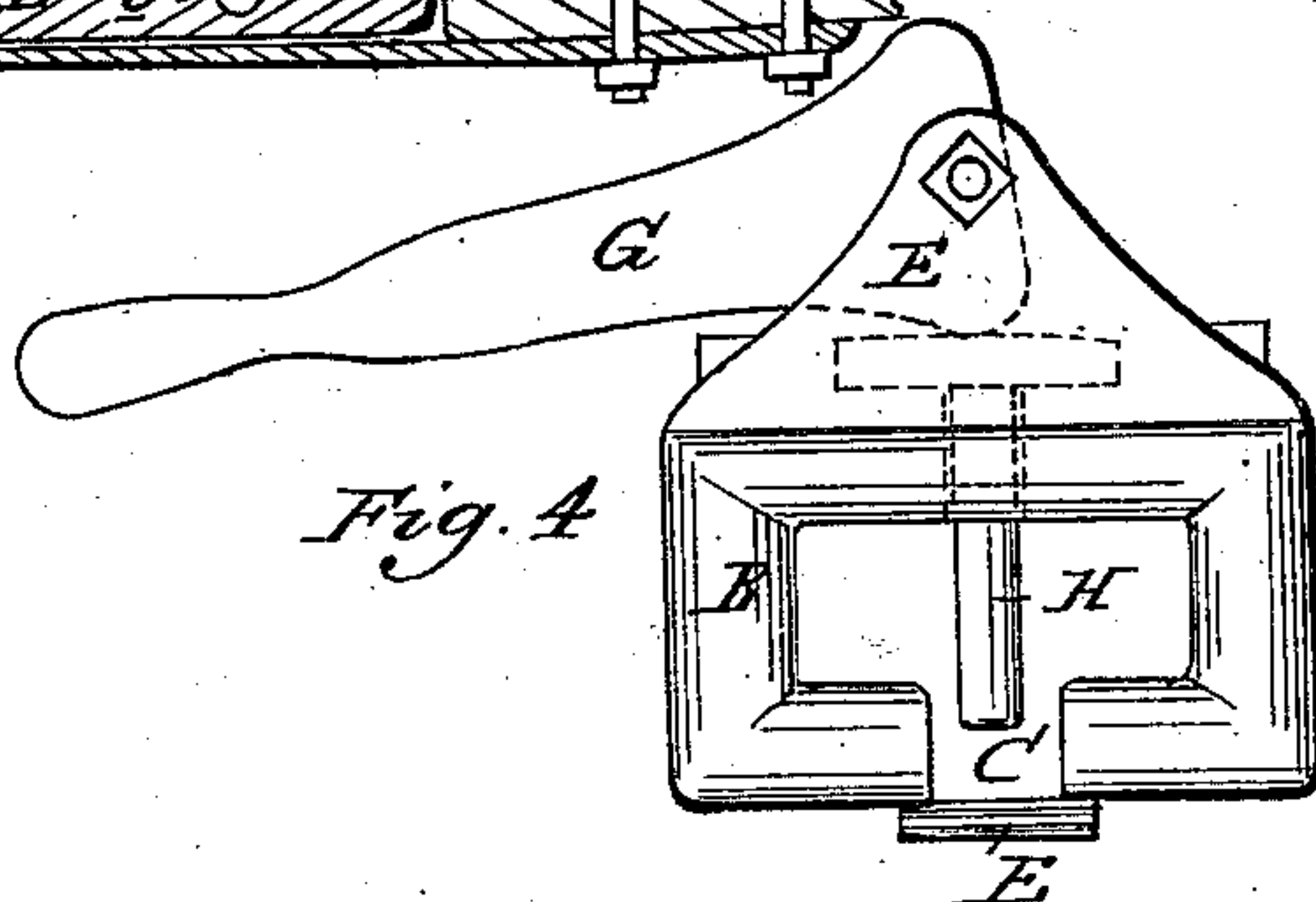
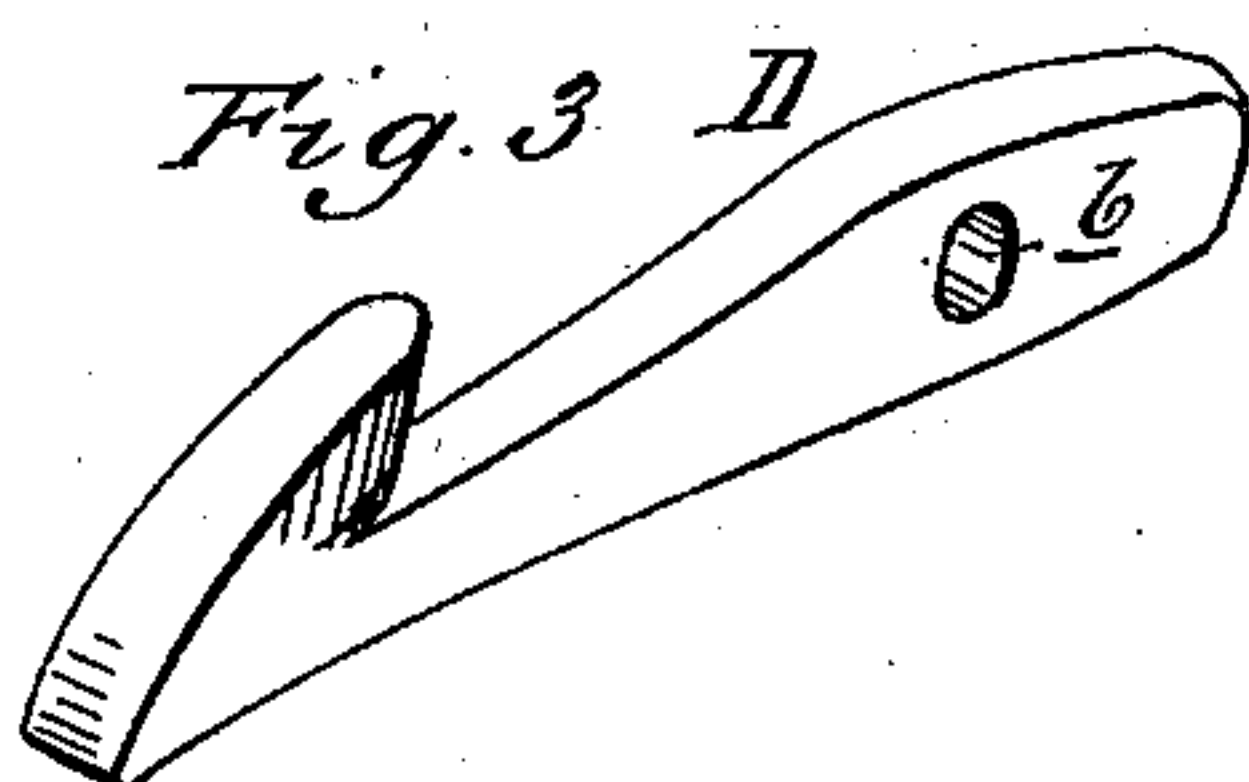
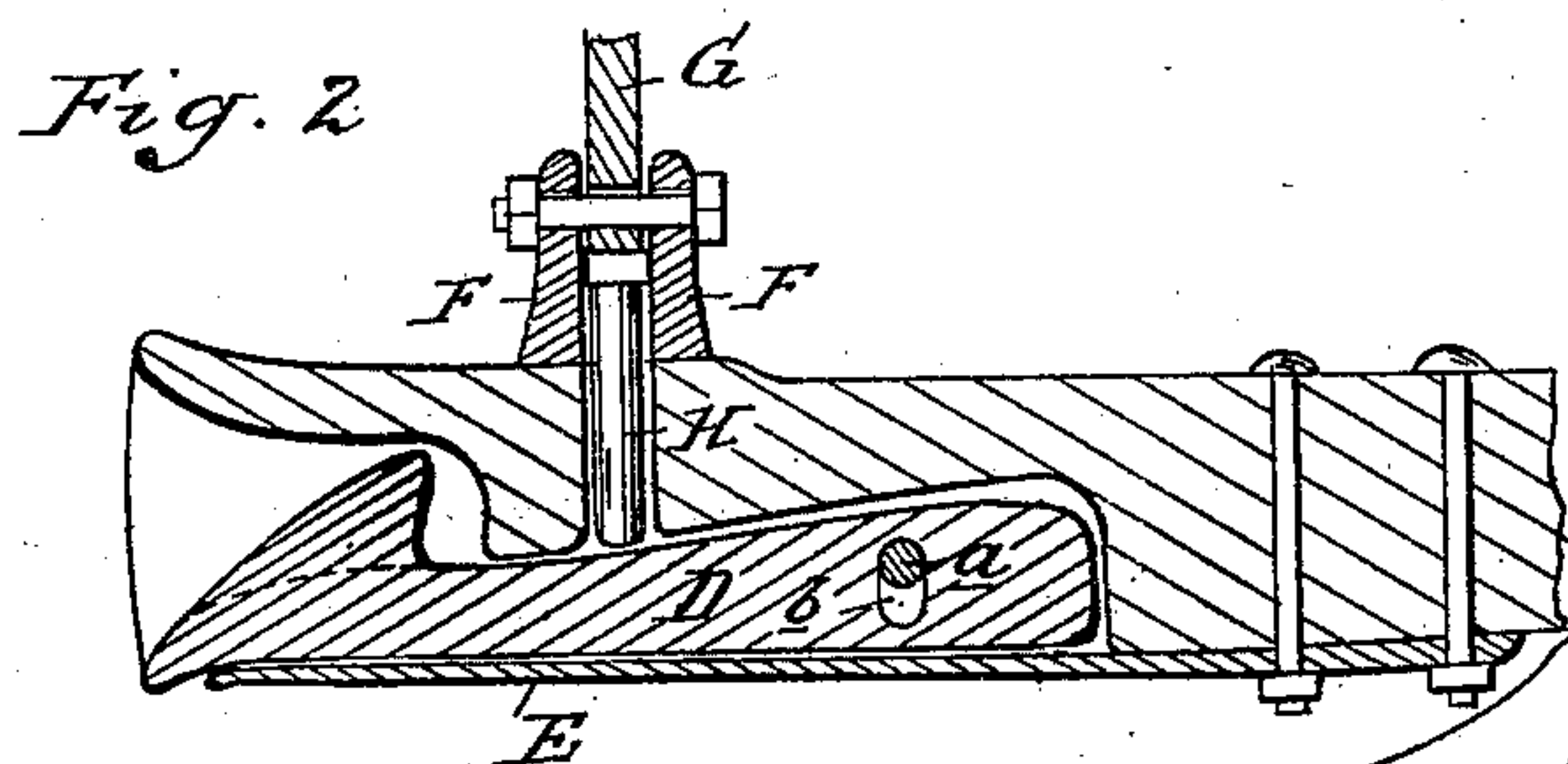
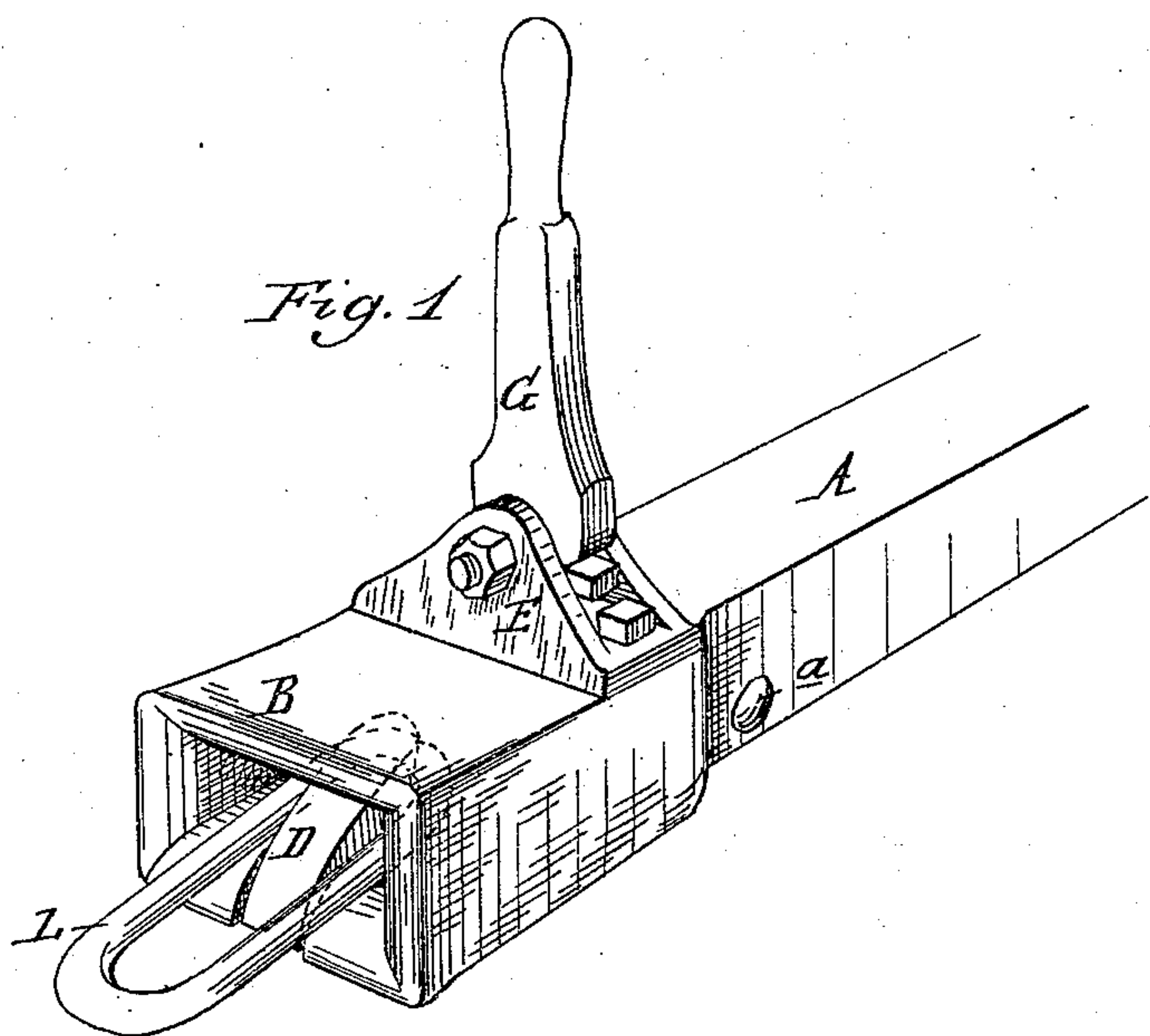
(No Model.)

P. A. AIKMAN.

CAR COUPLING.

No. 256,531.

Patented Apr. 18, 1882.



*Attest:*  
*A. Barthel*  
*E. Scully.*

*Inventor:*  
*Peter A. Aikman*  
*by W. L. Mayne*

*Aik*

# UNITED STATES PATENT OFFICE.

PETER A. AIKMAN, OF WINDSOR, ONTARIO, CANADA, ASSIGNOR TO HIMSELF AND WM. R. MERWIN, OF DETROIT, MICHIGAN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 256,531, dated April 18, 1882.

Application filed February 17, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, PETER A. AIKMAN, of Windsor, in the county of Essex, Province of Ontario and Dominion of Canada, have invented new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

The nature of this invention relates to certain new and useful improvements in the construction and operation of that class of devices employed with proper links for the purpose of coupling cars together in a train.

The invention consists in the peculiar construction, arrangement, combination, and operation of the various parts, as more fully hereinafter described.

In the use of the link-and-pin couplings ordinarily employed many lives are lost and limbs destroyed from the necessity of the operator going between the ends of the cars to guide the link into the opposite draw-head and the coupling-pin through the draw-head and bend of the link.

The object of my invention is to provide a coupling device which will allow the cars to be brought nearer together, and which will prevent the accidents to life and limb to which I have above referred.

Figure 1 is a perspective of my improved coupling device attached to a draw bar and head. Fig. 2 is a vertical central longitudinal section of the same. Fig. 3 is a detached view of the dog-latch. Fig. 4 is a front elevation of the draw-head with the link and dog-latch removed.

In the accompanying drawings, A represents a draw-bar provided with head or mouth B. This draw-bar has a channel, C, in its bottom face, of sufficient size to allow the latch-dog D to be inserted therein with its pointed head, and a bolt, *a*, passing through the draw-bar laterally and through the hole *b* near the rear end of latch-dog D, pivotally secures the same within the channel C.

A leaf-spring, E, is properly secured at its rear end to the bottom of the draw-bar. This

spring extends to the front end of said draw-bar, and is a little wider than the width of the channel which it closes, and it supports the front end of the latch-dog. Ears F are cast with or otherwise secured to the top of said draw-bar, and between these ears is pivoted the lever G, the lower end of which is double-cam shaped. A pin, H, the head of which rests between the ears immediately below the pivotal point of the lever, projects through the top of the draw-bar, with its lower end impinging upon the latch-dog forward of the pivotal point of said dog.

The parts being in place and the lever standing vertical, the link L is presented to the mouth of the draw-bar, and sufficient force being applied, the end of the link, sliding up the inclined face of the latch-dog, impinges against the upper inner face of the mouth, and this pressure forces the forward end of the spring downward sufficiently to allow the bend of the link to pass over the latch and engage therewith, when the spring returns to its original position, and the coupling is completed.

To release the link from its engagement for the purpose of uncoupling, the lever is forced to the right or left, as may be, when its cam-head forces the pin down against the top of the dog-latch, which depresses the forward end of the spring sufficiently to allow the link to be disengaged.

What I claim as my invention is—

1. In a car-coupling device, and in combination with a recessed or channeled draw-bar, a dog-latch, and a spring constructed and operating substantially as specified, a cam-lever and pin, substantially as and for the purposes described.

2. The combination, with the chambered and channeled draw-bar A B, of the dog D, provided with a slot, *b*, at its pivotal point, the spring E, the pin H, resting on the dog and provided with an enlarged head, and the cam-lever G, pivoted between lugs E E of the draw-bar, substantially as and for the purpose specified.

Witnesses: PETER A. AIKMAN.  
H. S. SPRAGUE,  
E. SCULLY.