

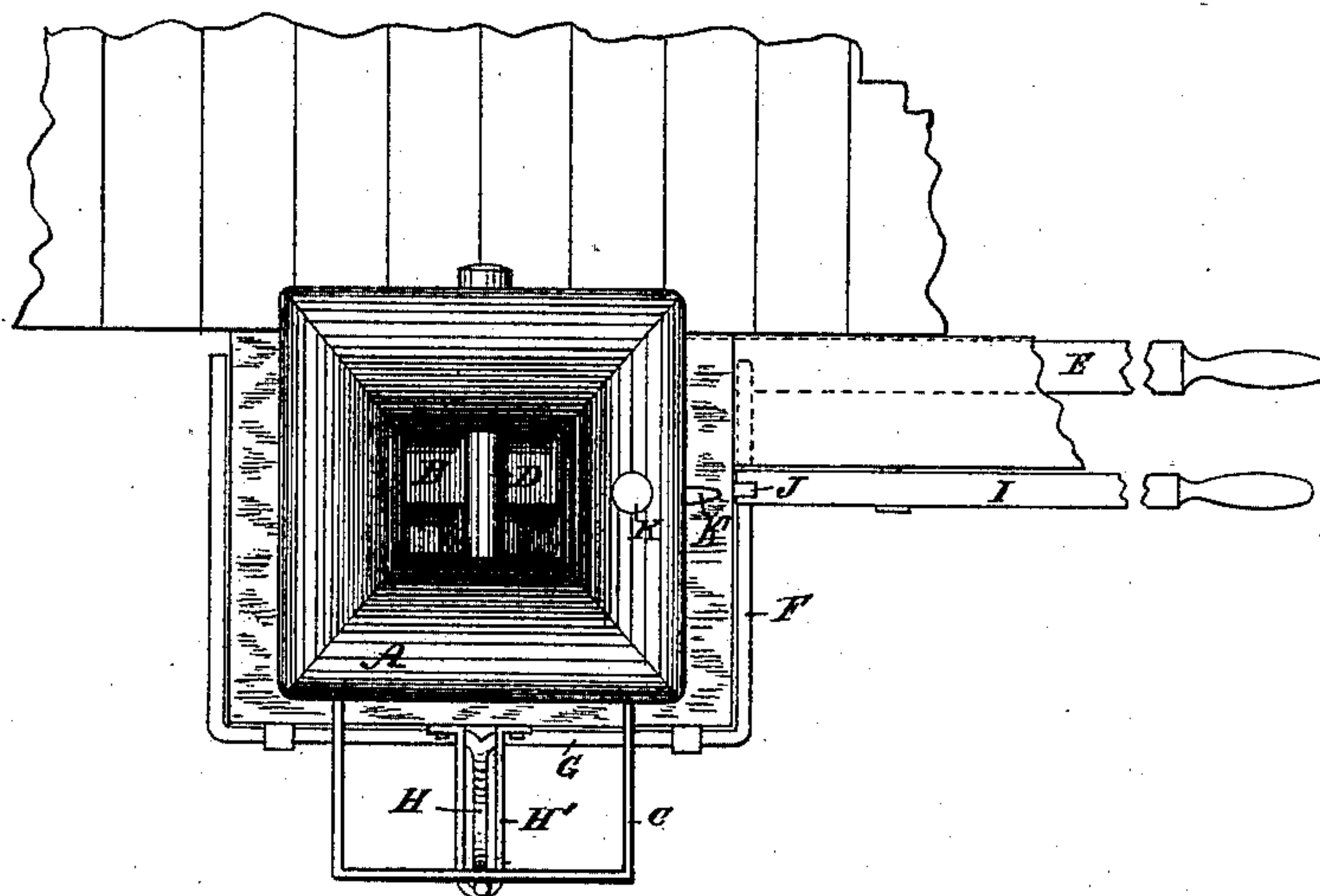
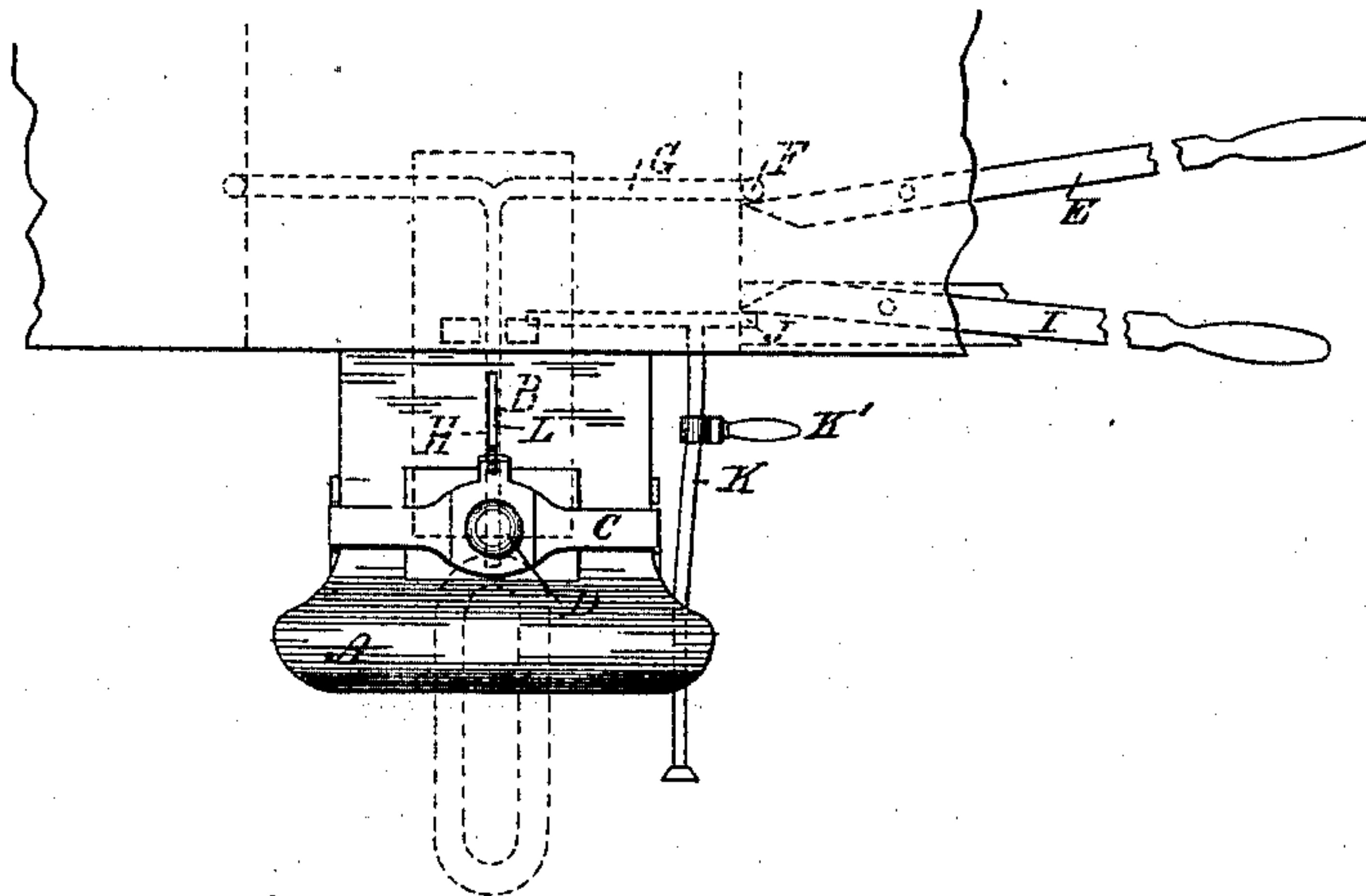
(No Model.)

2 Sheets—Sheet 1.

P. CURRIE.
CAR COUPLING.

No. 316,607.

Patented Apr. 28, 1885.



Witnesses:
John Grist
R. P. King

Inventor:
P. Currie
By Henry Grist
Attorney.

(No Model.)

2 Sheets—Sheet 2.

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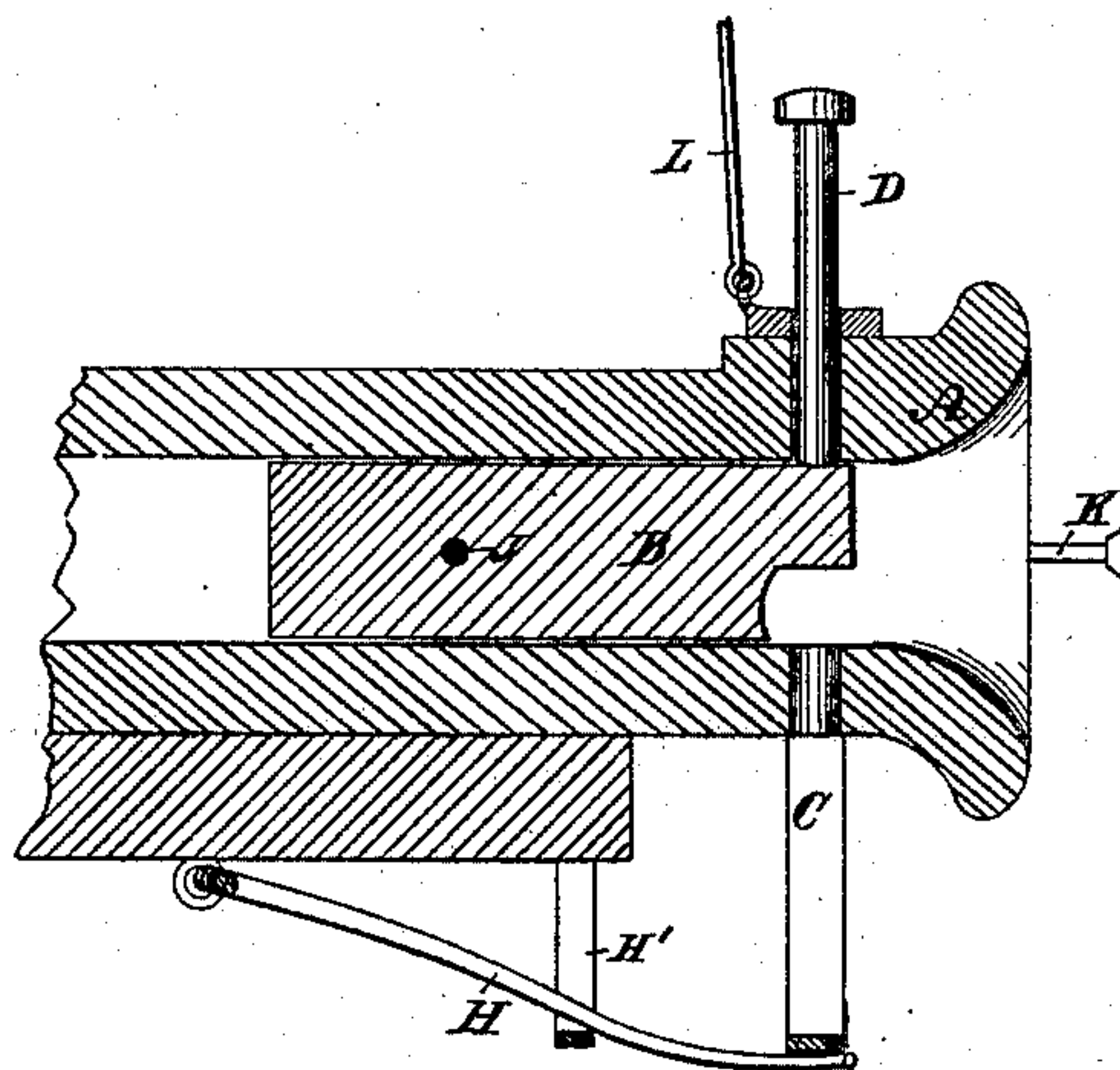


Fig. 3.

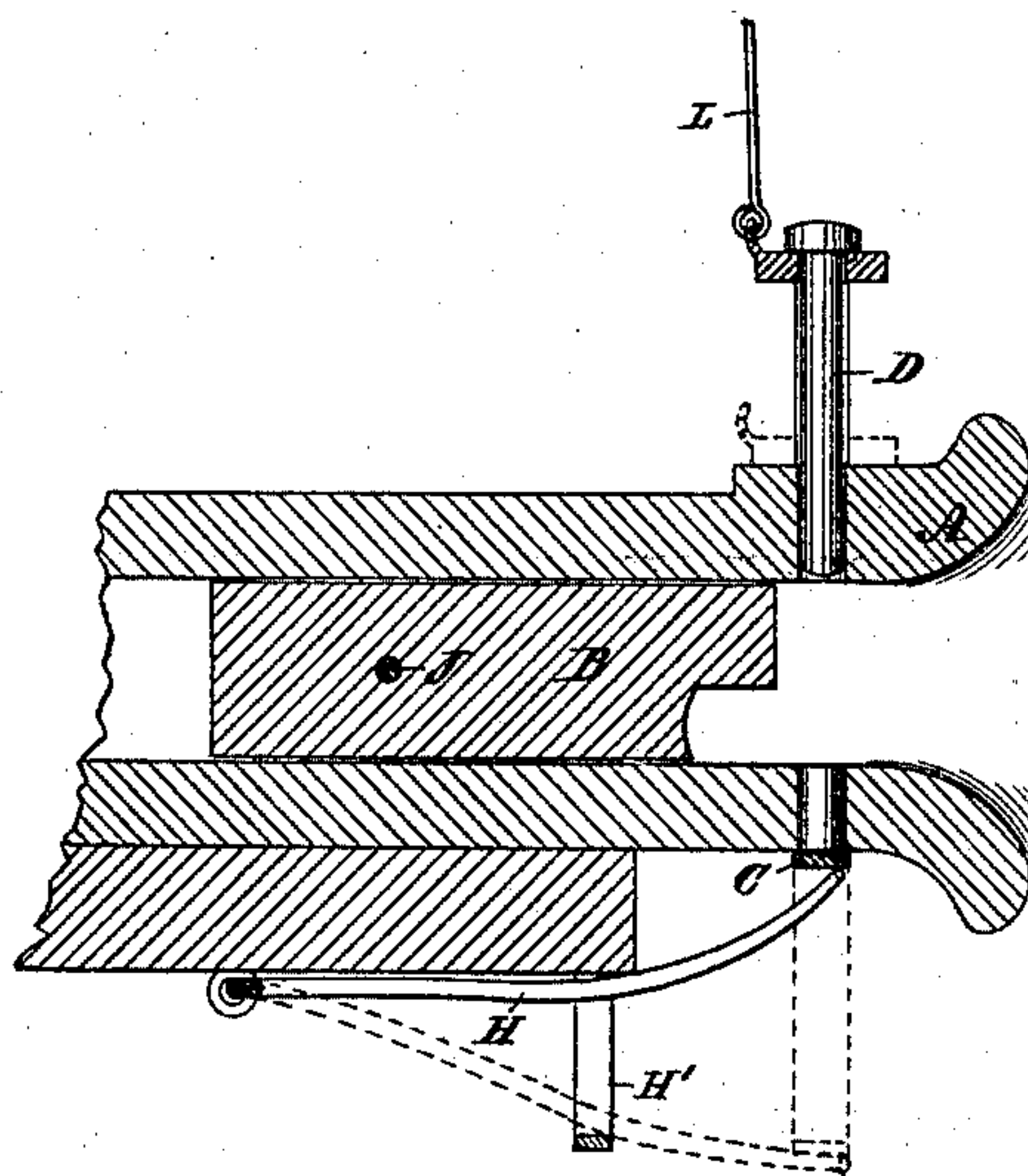


Fig. 4.

Witnesses:

John Grist

R. P. King

Inventor:

P. Currie

By Henry Grist

Attorney.

UNITED STATES PATENT OFFICE.

PETER CURRIE, OF HULL, QUEBEC, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 316,607, dated April 28, 1885.

Application filed February 11, 1885. (No model.)

To all whom it may concern:

Be it known that I, PETER CURRIE, of Hull, in the county of Ottawa, in the Province of Quebec, in the Dominion of Canada, have
5 invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, forming part of
10 this specification, in which—

Figure 1 is a top view; Fig. 2, a front view; Fig. 3, a longitudinal vertical section showing position for coupling, and Fig. 4 is a like view in uncoupling position.

15 My invention relates to a link-and-pin coupling; and it has for its object to facilitate coupling and uncoupling from the top or sides of the car.

The first part of my invention consists of a
20 lever pivoted to the under side of a car engaging with the crank-arm of a rock-shaft journaled under the draw-head, and having a prong engaging with the bottom of a yoke around the draw-head, to lift the pin by its
25 head when the lever is operated to uncouple.

The second part of my invention consists of a piston sliding within the draw-head, and having a pin projecting through a slot in the side and notched at one end to hold the link,
30 and devices to throw the piston into coupling position and retire the same clear of the link when coupled.

Like letters indicate corresponding parts in all the figures.

35 A is an ordinary flaring-mouth draw-head; B, a piston sliding endwise therein and notched at the outer end to hold the coupling-link horizontally.

C is an elongated rectangular yoke around
40 the neck of the draw-head, and D the coupling-pin entering a hole in the top of the yoke and holes in the draw-head, the head preventing the pin dropping through the yoke and draw-head.

45 E is a lever fulcrumed to the under side of the car, one end extending to its side, and the other end engaging with the up-bent crank-arm F of a rock-shaft, G, journaled to the under side of the draw-head, said shaft having a prong, H, engaging with the bottom of
50 yoke C, so that by throwing arm F forward by lever E shaft G will be rocked, and prong H will lift the yoke and raise the pin to un-

couple. The prong works in a guide-staple, H', fixed to the under side of the draw-head. 5

L is a rod or chain attached to the top of yoke C and extending to the top of the cars, to raise the yoke for lifting pin D in uncoupling.

I is a lever fulcrumed to the under side of 6 the car, one end extending to its side, and the other end engaging with the outer end of a pin, J, projecting from piston B through a slot in the side of the draw-head, so that by operating the lever the piston can be slid for- 6 ward to cover the pin-hole in the draw-head to maintain the pin raised and hold the link horizontally in the mouth of the draw-head when inserted under the notched end of the piston for coupling. 7

K is a buffer-rod, the inner end connected to pin J, which passes through the side cheek at the mouth of the draw-head. The outer end of the buffer-rod is flush with the cheek 7 when the piston is retired and projects therefrom when the piston is moved forward, so that by contact of the opposite draw-head the buffer-rod will be driven in and force back the piston clear of the link, thus causing the coupling-pin to fall into the link entering the 8 draw-head and couple the cars, and leave the link free of contact with the piston.

K' is a handle for operating the buffer-rod by hand without using the lever.

I claim as my invention— 8

1. The combination, with the yoke C and coupling-pin D, of the lever E, fulcrumed to the bottom of the car, and rock-shaft G, journaled to the under side of the draw-head, said shaft having a crank-arm, F, and prong H, for the purpose set forth. 9

2. The combination, with piston B, having pin J extending through a slot in the side of the draw-head, of lever I, fulcrumed to the under side of the car, and buffer-rod K, projecting outwardly from the mouth of the draw-head, for the purpose described. 9

3. The combination, with the piston B, of pin J, extending through a slot in the side of the draw-head, and rod K, projecting beyond 1 the mouth of the draw-head to throw the piston in and out of connection with the link and pin, as set forth.

Witnesses:

JOHN GRIST,
R. P. KING.

PETER CURRIE.