

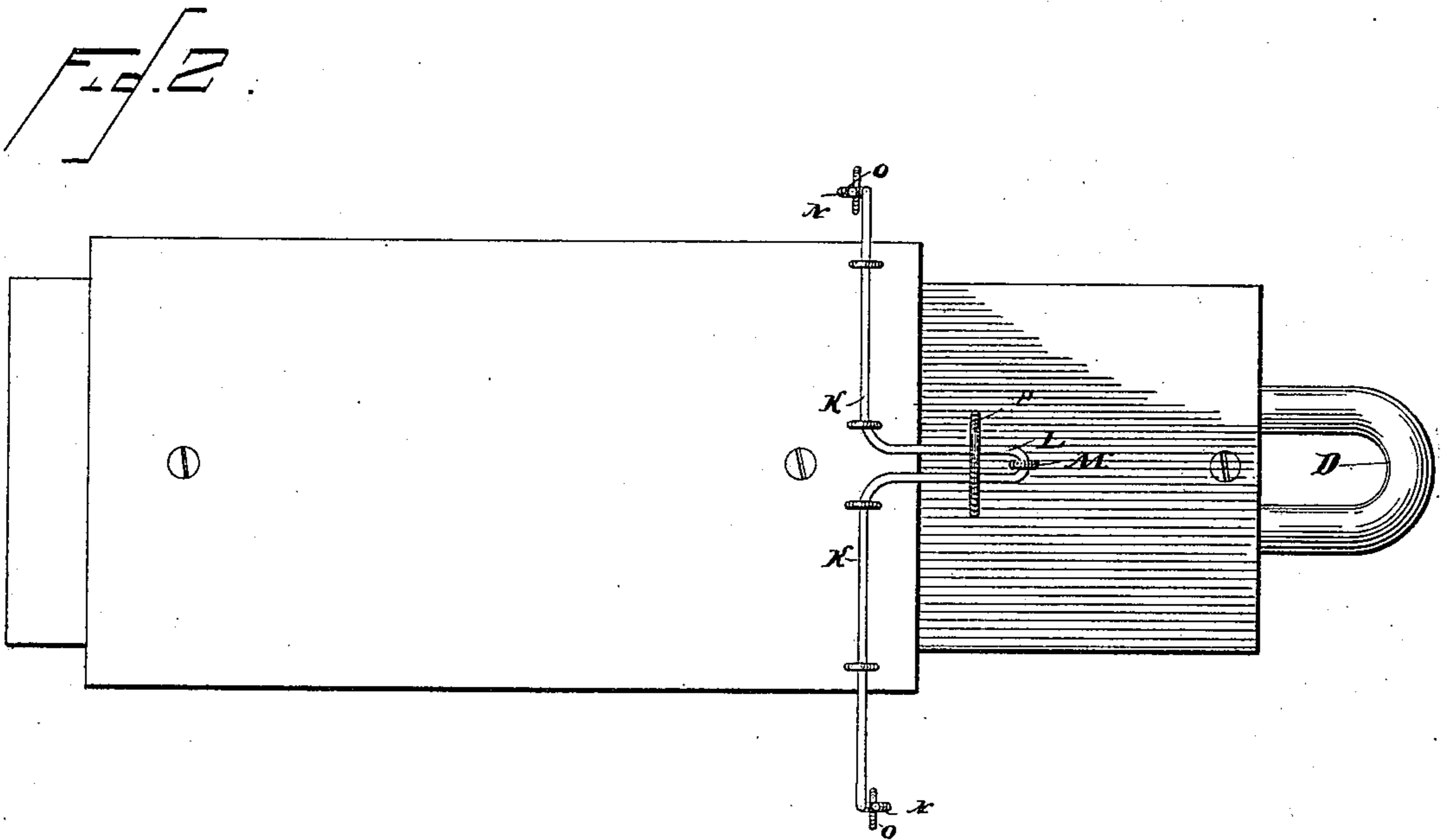
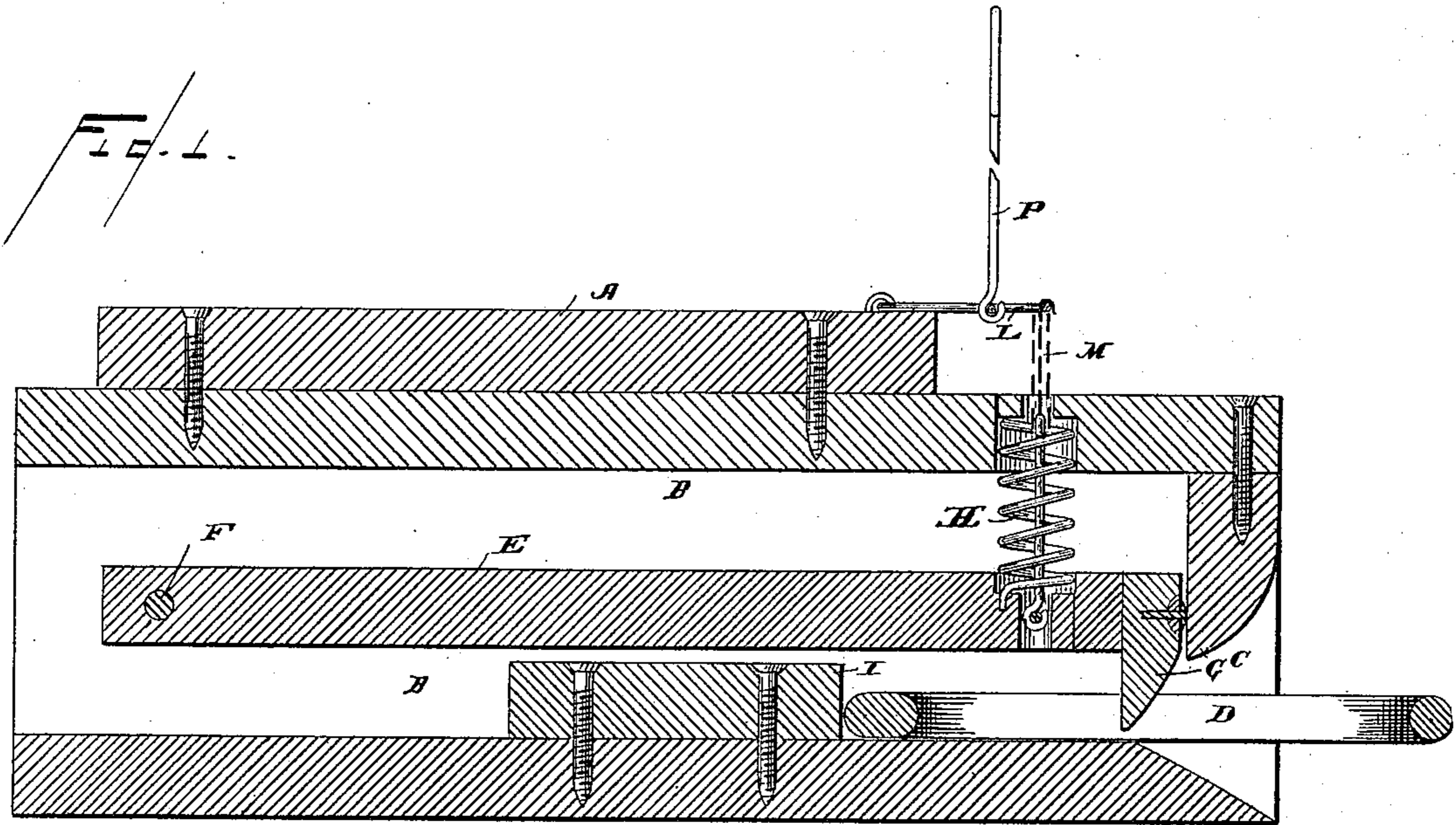
(No Model.)

T. E. CORKHILL, Jr.

CAR COUPLING.

No. 350,529.

Patented Oct. 12, 1886.



Witnesses

Geo. Thorpe.

John S. Siggers

Inventor

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By his Attorneys

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UNITED STATES PATENT OFFICE.

THOMAS EDWARD CORKHILL, JR., OF MOUNT AYR, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 350,529, dated October 12, 1886.

Application filed August 14, 1886. Serial No 210,930. (No model.)

To all whom it may concern:

Be it known that I, THOMAS EDWARD CORKHILL, Jr., a citizen of the United States, residing at Mount Ayr, in the county of Ringgold and State of Iowa, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to an improvement in car-couplings; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is a vertical longitudinal sectional view of a car-coupling embodying my improvements. Fig. 2 is a top plan view of the same.

A represents a portion of the car-body to which the coupler is attached.

B represents the draw-head, which is secured on the under side of the car in the usual manner, and is provided at its front end with the usual mouth, C, to receive the coupling-link D.

E represents a coupling-jaw, which is pivoted in the draw-head by the bolt F, and extends longitudinally in the draw-head for a suitable distance, and is provided at its front end with a depending lip, G, which extends to the bottom of the draw-head, and is arranged across the opening or mouth at the front end thereof. The front side of the lip is beveled, so as to adapt the coupling-link, when it strikes against the lip on entering the draw-head to raise the free end of the jaw so as to clear the link and permit it to enter the draw-head, and the coupling-jaw is then forced downwardly to its initial position by a coiled spring, H, which bears upon the upper side of the coupling-jaw. A shoulder, I, is formed in the lower side of the draw-head at a suitable distance from the mouth, and the coupling-link strikes against the said shoulder when it enters the draw-head.

K represents a transverse rock-shaft, which is journaled in suitable bearings on the front side of the car. This rock-shaft is provided at its center with a crank, L, and the said crank is connected to the coupling-jaw by means of a rod or chain, M. The ends of the rock-shaft extend to the sides of the car, and are provided with crank-arms N, to which links O are attached.

P represents a rod, which extends vertically on the front side of the car, the upper end of the said rod extending to the top of the car, and the lower end thereof being connected to the crank L. A ring or loop is formed in the upper end of the rod P, by means of which it may be drawn upwardly by a person stationed on the top of the car, so as to partially rotate the rock-shaft and cause the free end of the coupling-jaw to be raised, so as to disengage the link in order to uncouple the car. The same result may be effected by a person standing on the ground on either side of the car by means of the crank-arms N. When the coupling-jaw is raised so as to disengage the link, it may be maintained in that position by engaging the links O with hooks or pins R, which project from the sides of the car.

When the coupling is secured in its elevated position, it will be understood that two cars provided with my form of coupling may come together without becoming coupled. When, however, the coupling-jaw is in its normal position, the cars will become automatically coupled when they come together.

Having thus described my invention, I claim—

1. In a car-coupling, the combination of the draw-head having the shoulder I on its lower side at a distance from its mouth, and the jaw E, pivoted in the draw-head, and having a depending lip, G, at its free end, adapted to bear normally on the lower side of the draw-head, the said lip being inclined on its outer side, substantially as described.

2. In a car-coupling, the combination of the draw-head having the shoulder I on its lower side, the jaw E, pivoted in the draw-head, and having the depending lip at its free end, the spring bearing downwardly on the jaw, and the rock-shaft having the arm connected to the jaw, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

THOMAS EDWARD CORKHILL, JR.

Witnesses:

S. A. LESAN,
M. E. CASE.