

(No Model.)

J. S. ANDREWS.

CAR COUPLING.

No. 358,826.

Patented Mar. 8, 1887.

Fig. 1.

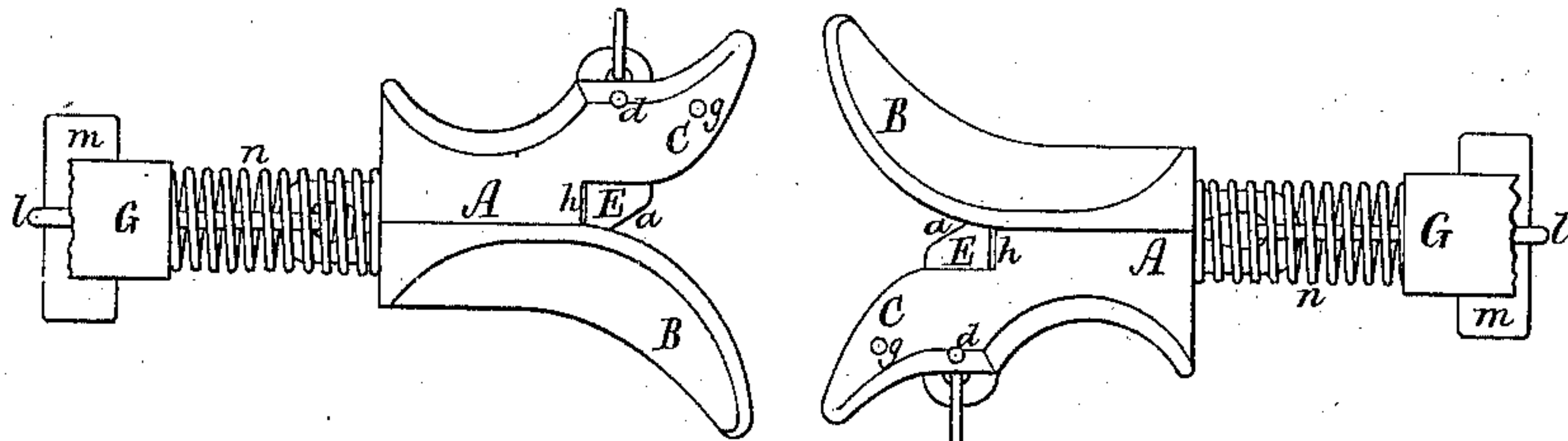


Fig. 2.

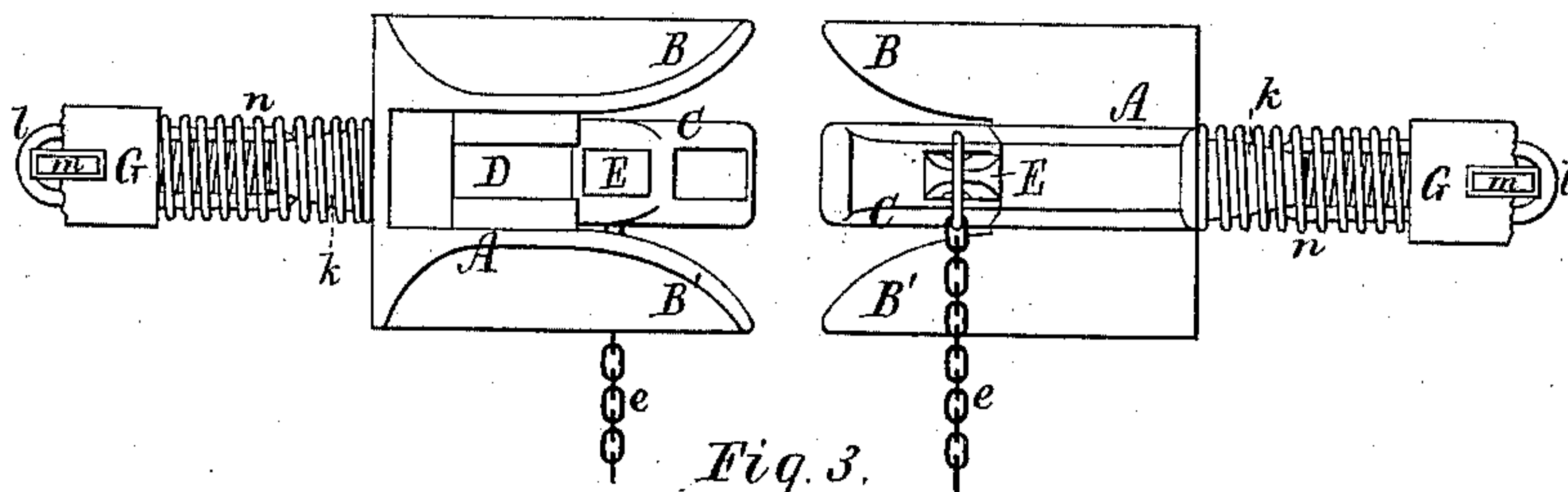


Fig. 3.

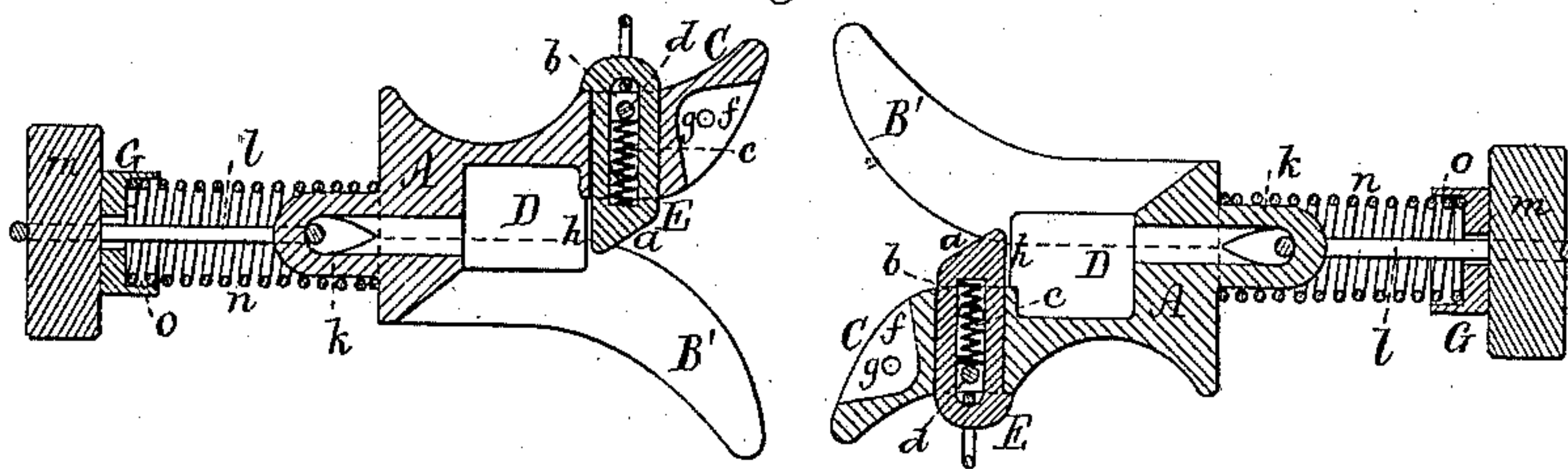


Fig. 4

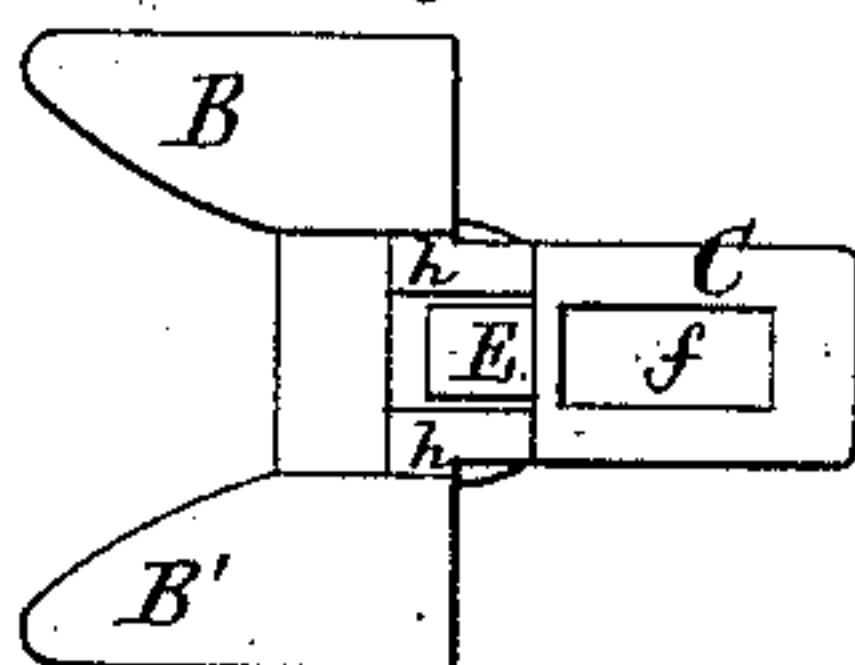
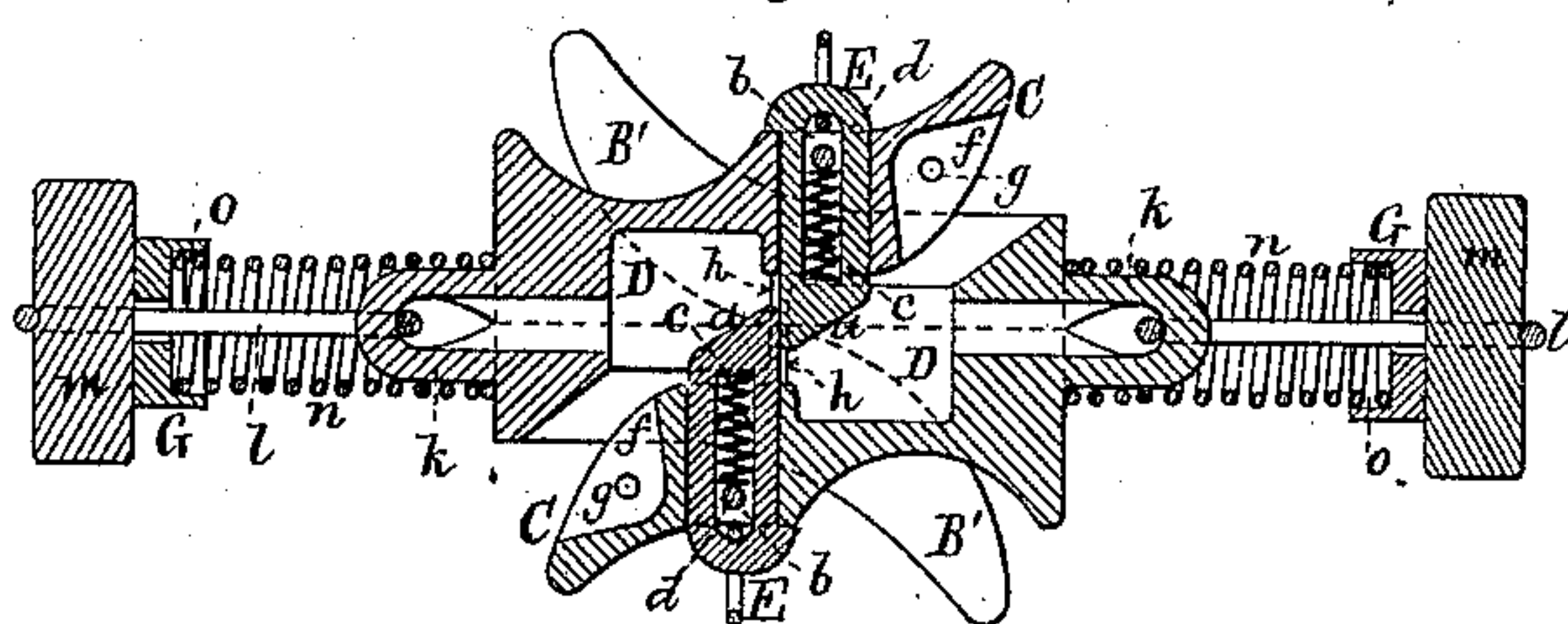


Fig. 5.



Witnesses.

S. N. Piper,

76, 73, Torrey.

Inventor.

John S. Andrews.

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UNITED STATES PATENT OFFICE.

JOHN STRONG ANDREWS, OF MILLTOWN, NEW BRUNSWICK, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 358,826, dated March 8, 1887.

Application filed October 11, 1886. Serial No. 215,891. (No model.)

To all whom it may concern:

Be it known that I, JOHN STRONG ANDREWS, of Milltown, in the Province of New Brunswick, of the Dominion of Canada, have
5 invented a new and useful Improvement in Railway-Car Couplings; and I do hereby declare the same to be described in the following specification, and represented in the accompanying drawings, of which—

10 Figure 1 is a top view, Fig. 2 a side elevation, and Fig. 3 a longitudinal, median, and horizontal section, of two car-couplers of my improved kind in the positions in which they stand relatively to each other just before being coupled. Fig. 4 is a front end view of
15 one of such couplers. Fig. 5 is a similar longitudinal and median section of them as coupled.

In practice each coupler, when applied to
20 the end of a car, should have its median horn projecting to the right or to the left relatively to a person when standing on the platform at such end, with his back toward the center of the car, in which case the cars, on coming together, will couple automatically.

The nature of my invention is defined in the claims hereinafter presented.

From the body A of each coupler there is extended, as shown, three curved horns, B,
30 B', and C, the middle one, C, being curved in a direction the reverse of that of each of the others. In the body, directly in rear of the horn C, there is a recess, D, and in the said horn, in advance of the said recess, is a spring-catch, E, that slides laterally within the horn,
35 and has its inner end angular or beveled, as shown at *a*. In this catch is a slot, *b*, in which is placed a spiral spring, *c*, which at one end bears against the inner end of the slot and at
40 the other against a pin, *d*, going through the horn vertically thereof. A chain, *e*, connected to the catch at its outer end, serves to enable a person to draw the catch out of engagement with that of the other coupler. In advance
45 of the catch there is within the median horn, C, a recess, *f*, a hole, *g*, being extended vertically through the horn and such recess, such being to enable the coupler to be connected by a link projecting from a car and inserted
50 in the recess *f* and by a pin inserted in the hole *g* through the link. In rear of the catch and arranged with respect to it, as shown, are

two shoulders, *h*, which, on the couplers being in engagement, butt against the shoulders of the other coupler, and with them serve as
55 "bunters."

There projects from the rear end of the body A an eye, *k*, with which a link, *l*, is coupled. This link extends into the end of the draw-bar G, and is secured therein by a key, *m*, that
60 goes transversely through both. A spiral spring, *n*, encompasses the eye and link and projects into a recess, *o*, in the end of the draw-bar. By such a connection of the coupler with the draw-bar such coupler can swing or
65 play upward or downward, as well as sidewise, as occasion may require.

On one coupler being forced toward the other in order to couple or engage with it, the two horns B and B' of it will be forced against
70 the two horns B and B' of the other, whereby the median horn, C, of each coupler will be caused to pass between the horns B and B' of the other coupler, and the two catches E will be forced toward and into contact with each
75 other, and will be moved lengthwise in their horns until they (the said catches) may pass each other. Having so passed each other, they, by their springs, will be moved in opposite directions, so as to cause each catch to
80 pass into the recess at the back of the other catch, thereby locking the two catches together and engaging both couplers. By pulling outwardly either catch sufficiently disengagement
85 of the catches can be effected.

While the spring renders the coupler flexible, the key *m*, arranged as represented, aids in preventing such coupler from turning or
canting over to one side or the other.

These couplers will couple at the coming together of two cars, either end of each being
90 foremost. They can be uncoupled at either side of the train without going on or between the cars. With this coupler a car can also be coupled with another by means of a link and
95 its pins.

I claim—

1. The car-coupler provided with the body A and three horns, B, C, and B', projecting therefrom, as set forth, and having within the
100 body the recess D, and in advance thereof and in the median horn a spring-catch, E, all being arranged substantially as set forth.

2. The car-coupler provided with the body

A and three horns, B, C, and B', projecting therefrom, as set forth, and having within the body the recess D and two shoulders, *h*, and in advance thereof and in the median horn a spring-catch, E, all being arranged substantially as represented.

3. The car coupler provided with the body A and three horns, B, C, and B', projecting therefrom, as set forth, and having within the body the recess D, and in advance thereof and in the median horn a spring-catch, E, and in front thereof the link-receiving recess *f* and the hole *g*, arranged therewith, as explained, all being essentially as shown and specified.

4. The combination, with the coupler and draw-bar, of the eye projecting from the former, the link extending through the said eye and into the draw-bar, the key going through the draw-bar and the link, and the spiral spring encompassing the eye and link and extending from the coupler to the draw-bar, all being substantially as set forth.

JOHN STRONG ANDREWS.

Witnesses:

ENOCH B. HARVEY,
GEO. R. GARDNER.