

(No Model.)

J. S. ANDREWS.

CAR COUPLING.

No. 366,642.

Patented July 19, 1887.

Fig. 1.

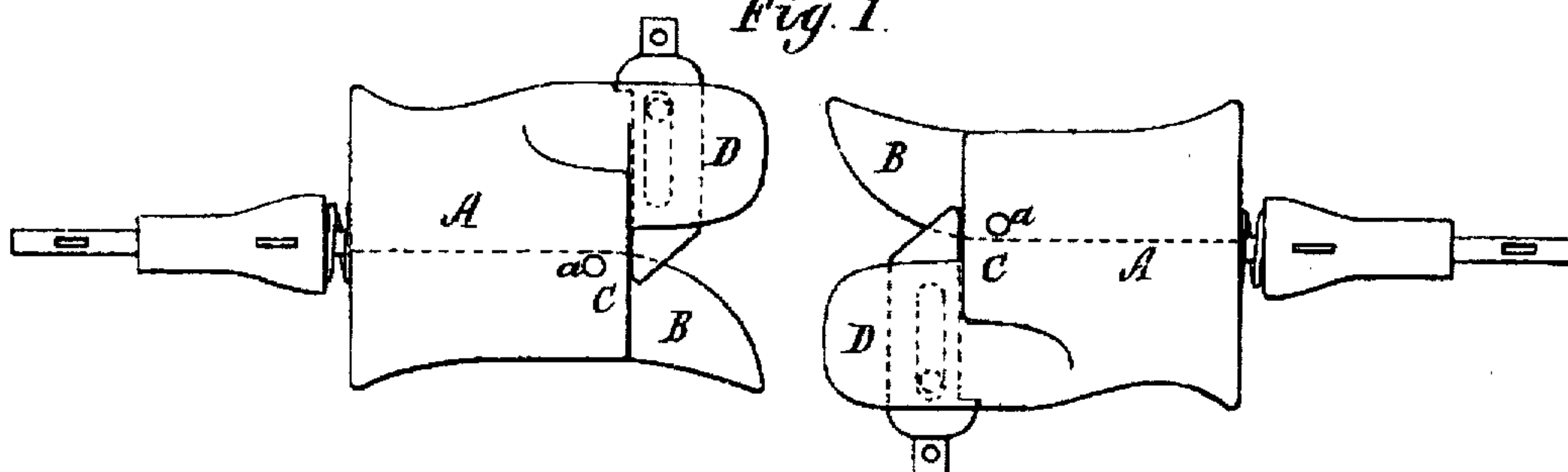


Fig. 2.

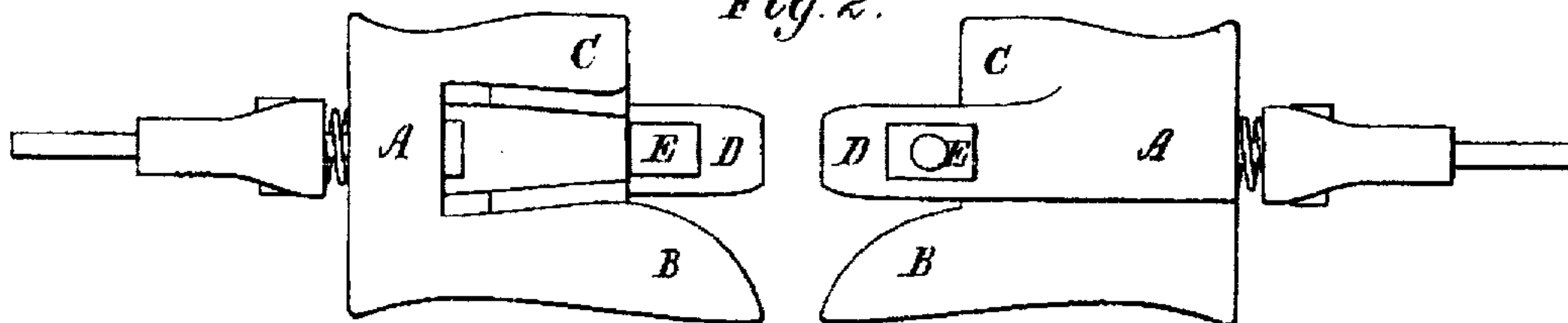


Fig. 3.

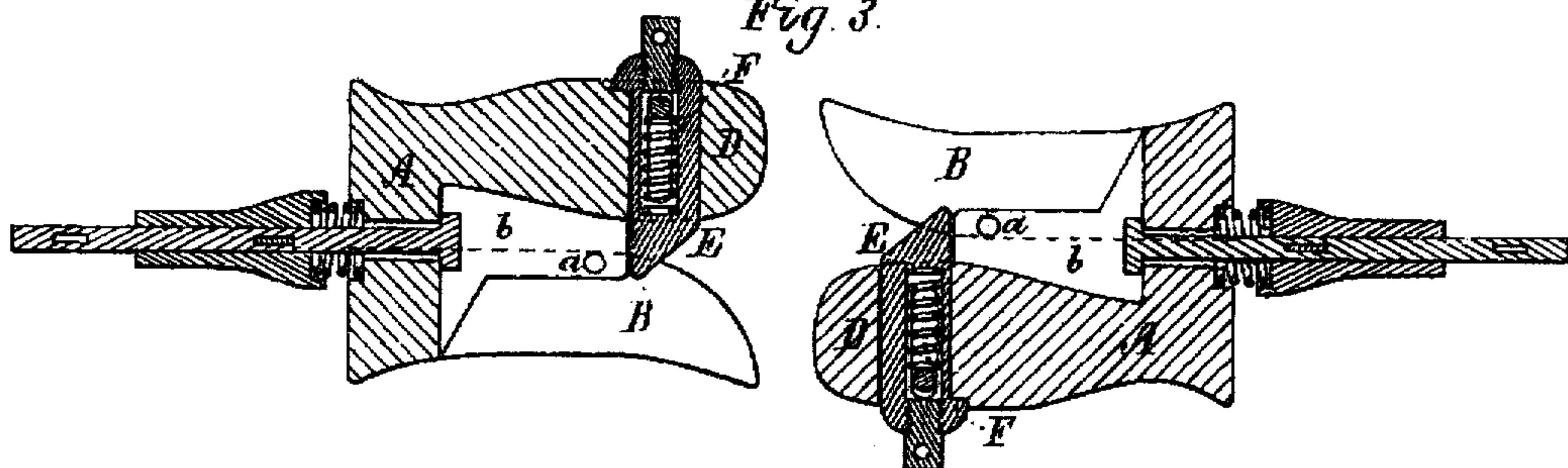


Fig. 4.

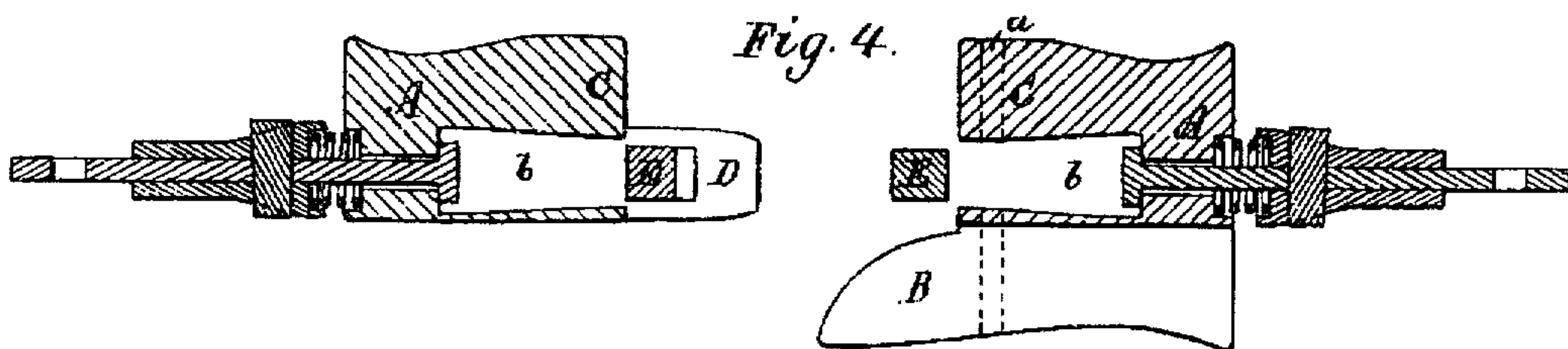
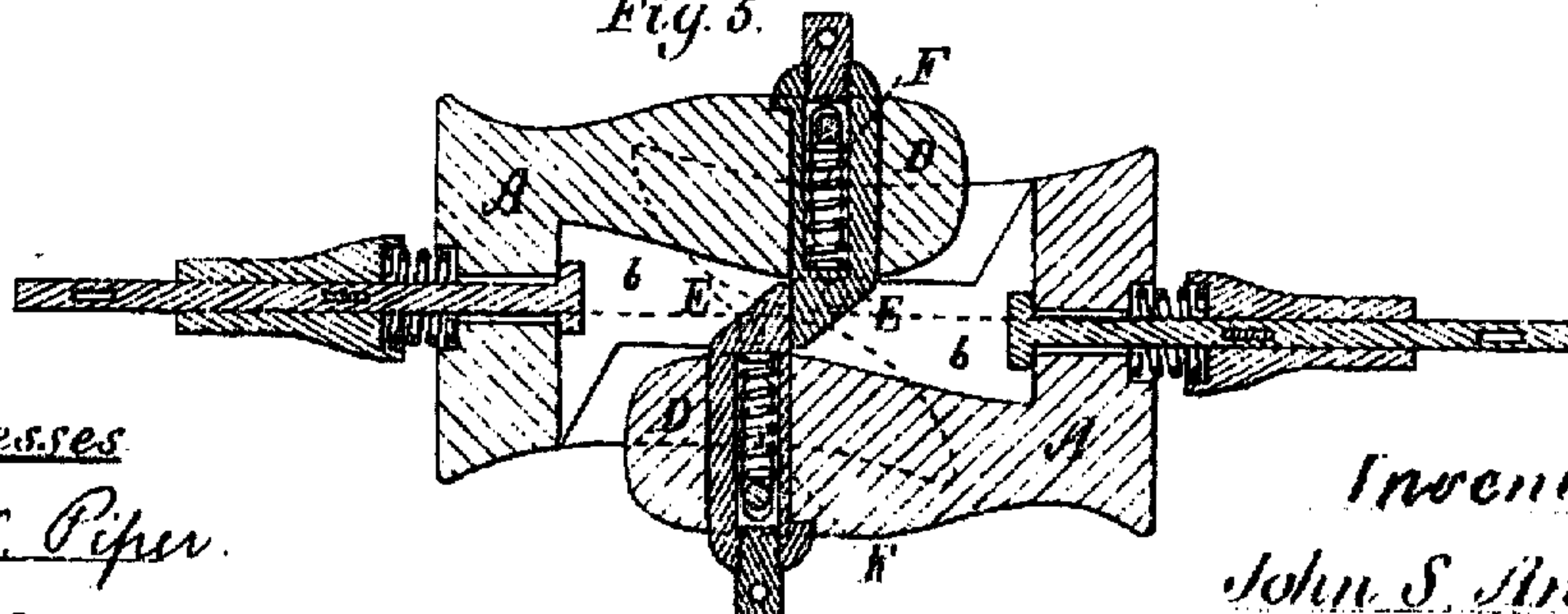


Fig. 5.



Witnesses

L. N. Piper.

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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. 366,642, dated July 19, 1887.

Application filed February 7, 1887. Serial No. 226,796. (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 Couplers; 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 front elevation, and Fig. 3 a longitudinal and median and horizontal section, of a pair of my improved car-couplers as disengaged and arranged in the positions they have when applied to two cars to be coupled by them. Fig.
15 4 is a vertical and median longitudinal section of them as disengaged, while Fig. 5 is a horizontal longitudinal section of the said pair of couplers as engaged with each other.

20 The nature of my present invention or improvement is defined in the claim hereinafter presented.

A car-coupler heretofore invented by me, and for which I have applied for a patent, had
25 to its body three curved horns projecting therefrom, and within the body a recess, and in advance of such—in the median horn—there was a spring-catch.

In carrying out my present invention I
30 have dispensed with one of such horns—viz., that which projected upward—and in place of it I have an abutment. Furthermore, I have also virtually dispensed with the median horn, and in lieu thereof I employ a simple projection in which there is arranged crosswise of
35 it the locking-catch and its actuating-spring, the object of so dispensing with the upwardly-curved horn being to enable the coupler, without obstruction from the horn, to pass under the platform of a car, toward which it may be
40 moved, to couple with the coupler underneath such platform.

From one side of the body A of each coupler there is extended a single curved horn, B,
45 which curves outwardly and downwardly relatively to such body. At the other side of the body and opposite such horn there is a shoulder or abutment, C, directly between which and the horn B is the projection D, in and through which is a latch, E, and its operative
50 spring F, all being formed and arranged as shown. A hole, a, goes down through the abutment and into the horn, such hole being

for reception of a pin to engage the coupler with a common link, when such may be desirable. In rear of the latch there is a chamber
55 or recess, b, in the body A.

When one coupler is forced toward the other for being engaged with it, the bevel of the latch of one will be pressed against that of the
60 latch of the other, in consequence of which both latches will be moved lengthwise in their carriers until one of such latches may pass the other, in which case their springs will move
65 them in opposite ways, and thereby cause the two couplers to become engaged. By pulling either latch backward sufficiently in its carrier or projection D a disengagement of the two couplers may be effected.

The horns of the couplers serve, when butting together, to guide the latch of one into
70 contact with and to aid in causing it to properly act against that of the other. The abutments, when in contact, arrest at the proper time the advance of one coupler relatively to
75 the other. I would remark that the projection D is beveled or rounded, as shown, in order that when such projection may be forced against that of another coupler of like kind, in the act of coupling two cars, the rounded
80 parts shall guide the catch of one to that of the other for them to engage with each other.

I do not claim a car-coupling constructed as represented in the United States Patent No. 169,981, for although such is provided with
85 laterally-sliding and interlocking jaws arranged to play horizontally in projections, as is the case with my car-coupling, it has not other devices incident to my car-coupler—that is to say, it has not to each body part the
90 curved horn nor the abutment, nor their arrangement relatively to the intermediate projection carrying the spring-latch.

Therefore I claim—

The car-coupler, substantially as described,
95 consisting of the body A, the single curved horn B, the abutment C, the intermediate projection D, the recess or chamber b between such projection and horn, and the spring-latch
100 E in such projection, all being arranged essentially in manner and to operate as set forth.

JOHN STRONG ANDREWS.

Witnesses:

ENOCH B. HENNY,
GEO. R. GARDNER.