

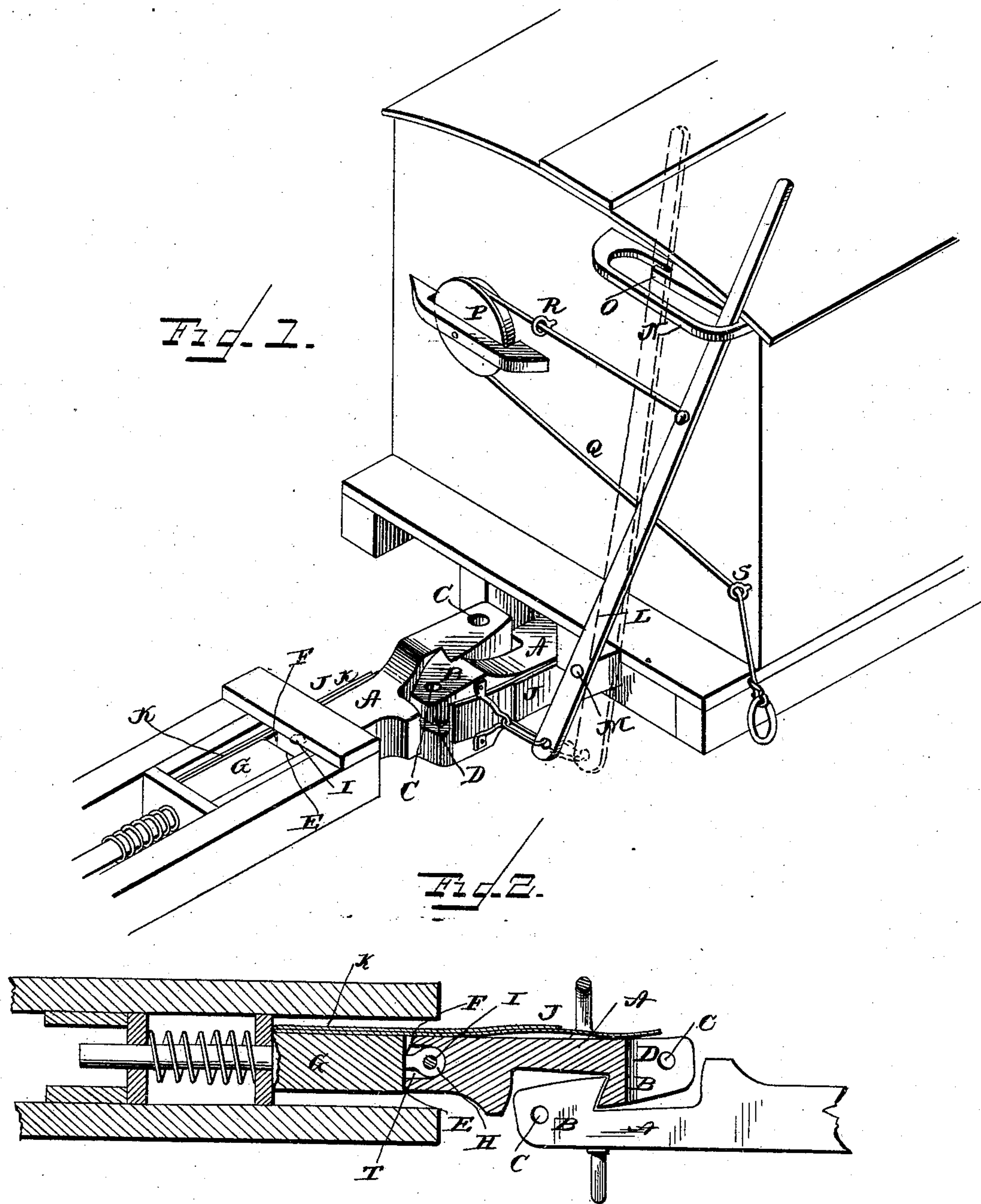
(No Model.)

W. McCUBBIN.

CAR COUPLING.

No. 372,163.

Patented Oct. 25, 1887.



Witnesses
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UNITED STATES PATENT OFFICE.

WILLIAM McCUBBIN, OF CHEATHAM, ONTARIO, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 372,163, dated October 25, 1887.

Application filed March 12, 1887. Serial No. 230,615. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM McCUBBIN, a resident of Cheatham, in the Province of Ontario and Dominion of Canada, have 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 invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved car-coupling, showing the same coupled; and Fig. 2 is a longitudinal horizontal sectional view taken on line *x x*, Fig. 1.

My invention has relation to car-couplings; and it consists in the improved construction and combination of parts of the same, as will be hereinafter more fully described and claimed.

Like letters of reference denote corresponding parts in both the figures.

In the accompanying drawings, the letter A indicates my improved draw-bar, having a hooked forward end, B, provided with a vertical aperture, C, and a transverse slot, D, its intermediate portion being formed with a shoulder or abutment, E, and the rear end of the said draw-bar is slightly rounded or cut away, as shown at F, and is hinged to the spring-actuated block G by means of the eye H, fitting into a recess, T, in the end of the same, and the pin I retaining it therein. A spring, J, is secured to the sliding block and bears with its free end against the forward portion of the draw-bar. The spring is preferably constructed with its rear portion doubled, as seen at K; but any other well-known construction may be employed without departing from the spirit of my invention.

It will be seen that by having the rear end of the draw-bar slightly rounded or cut away a sufficient amount of lateral play is allowed it, and it also enables the wedge-shaped surfaces of the draw-bars to slip past each other, and the springs at the rear of each serve to keep them in engagement when once connected.

A lever, L, is pivotally secured at its lower

end to the draw-bar, having its fulcrum at M, and is adapted to be moved with its upper end in a guide, N, secured to the end of the car, the said guide being provided with a hook or offset, O. Secured in suitable bearings below the guide N, and slightly to one side of the same, is a grooved pulley, P. A rope or chain, Q, is attached to the lever and passes through an eyebolt, R, thence around the pulley, and through a second eyebolt, S. Now, when it is desired to uncouple the cars, it may either be done by a person on the top of the car by means of the lever, or on the ground by means of the rope or chain, as it is only necessary to force the lever toward the hook portion of the guide, thus throwing the hooked draw-heads out of engagement with each other.

Should it be desired to couple a car provided with my improved draw-bar to a car employing the old style "link-and-pin" coupler, the link is inserted into the transverse slot in the head of the draw-bar and held in place by means of a pin passed through the aperture in the top of the said draw-bar.

The guide N, provided with the hook or offset O, is for the purpose of securing the upper end of the lever, as shown in dotted lines in Fig. 1, and while in this position the draw-bar is prevented from coupling, as is often desirable.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The combination, in a device for uncoupling cars, of a pivoted lever, a guide provided with a hook or offset, a grooved pulley having its bearings upon the end of the car, and a rope or chain connected to said lever and passed around the pulley, and thence through an eyebolt, with a movable draw-bar, as and for the purpose shown and described.

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

WILLIAM McCUBBIN.

Witnesses:

W. W. SCANE,

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