

(No Model.)

C. H. PEARD.
CAR COUPLING.

No. 414,919.

Patented Nov. 12, 1889.

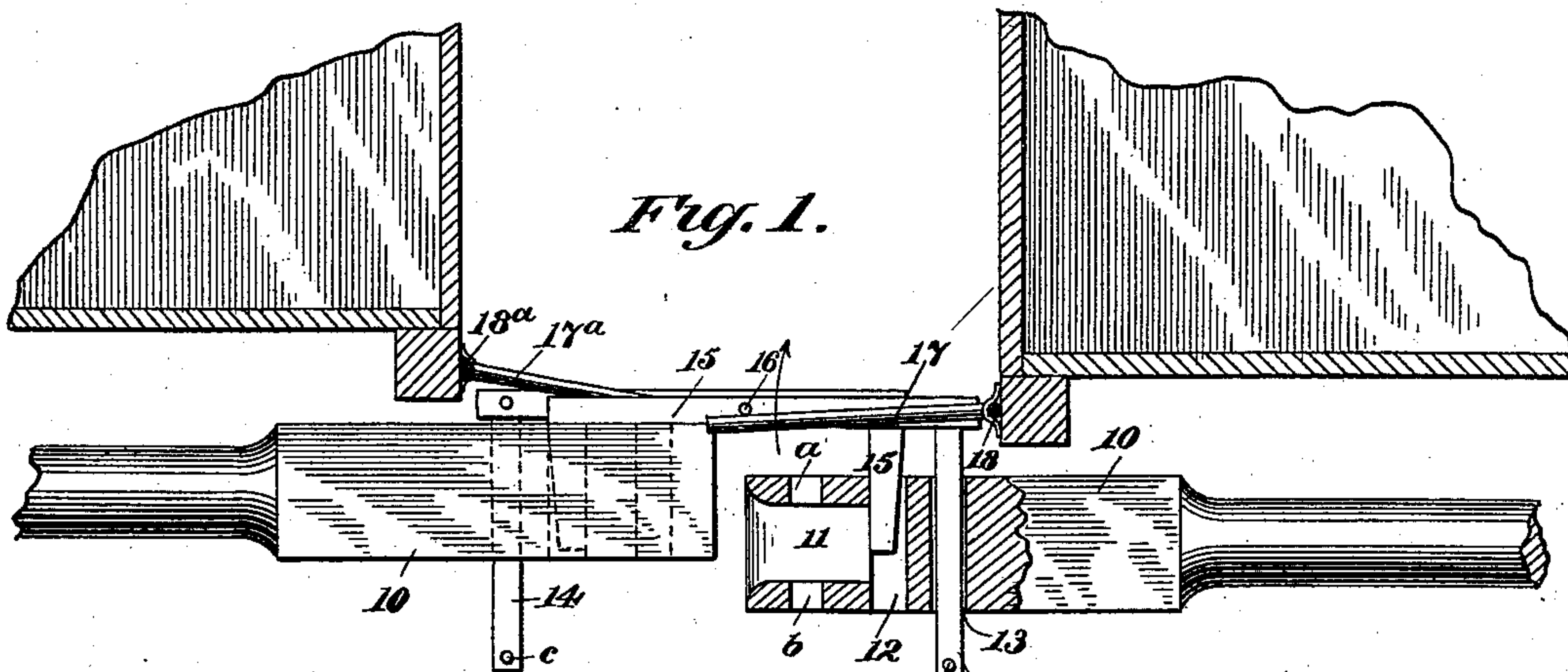


Fig. 2.

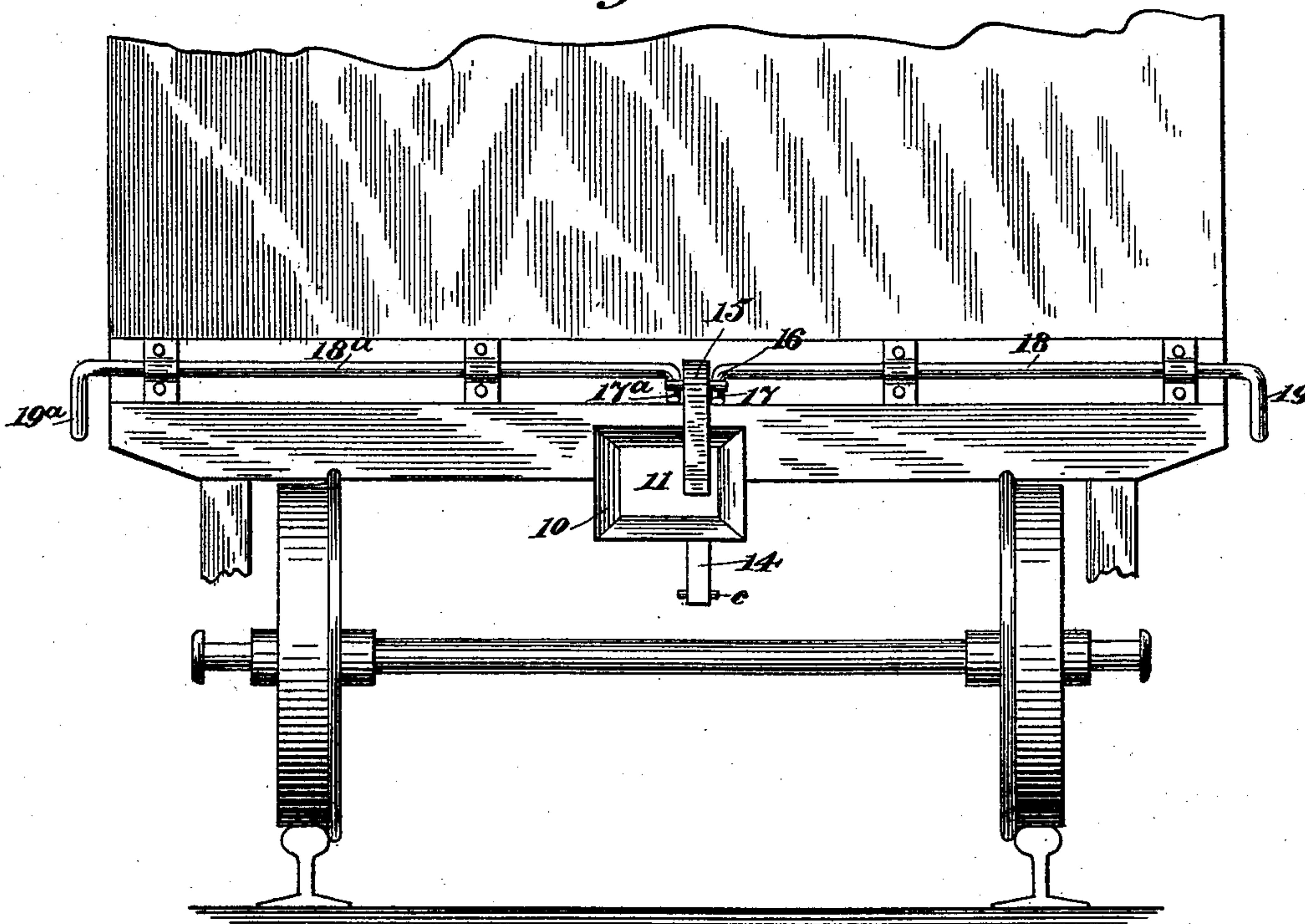
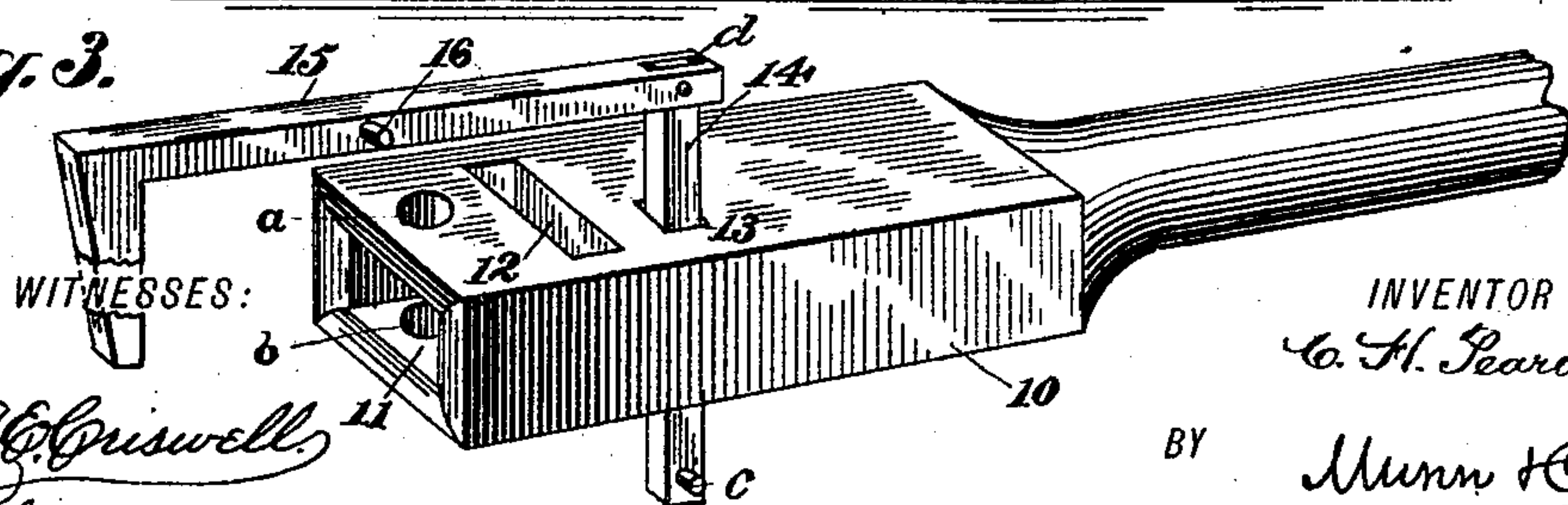


Fig. 3.



WITNESSES:

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CHARLES H. PEARD, OF PHILADELPHIA, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 414,919, dated November 12, 1889.

Application filed April 13, 1889. Serial No. 307,085. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. PEARD, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and Improved Car-Coupler, of which the following is a full, clear, and exact description.

This invention relates to car-couplers, the object of the invention being to provide a freight-car coupler which may be used in coupling cars of different heights, and that, too, without entering the space between the ends of two approaching cars.

To the end named the invention consists, essentially, of a draw-head formed with an aperture adapted to receive a coupling-hook, a standard mounted to slide in a second aperture formed in the draw-head, a coupling-hook pivotally connected to the standard, and a means for operating the coupling-hook, all as will be hereinafter fully described, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

Figure 1 is a side view of two couplers embodying my invention, the draw-heads of said couplers being shown in section and the cars in connection with which the couplers are arranged being outlined and shown in section. Fig. 2 is an end view of a car provided with my improved coupler, and Fig. 3 is a perspective view of a draw-head embodying my invention.

In the drawings, 10 represents a draw-head, in which there is formed the usual horizontal recess 11, arranged to receive the ordinary coupling-link, the coupling-pin being passed inward through apertures *a* and *b*, as shown, the recess 11 being provided in order that cars provided with my coupler may be coupled with cars provided with the ordinary pin-and-link coupler. At the rear of the recess 11 there is a vertical recess 12, and at the rear of the recess 12 and near one side of the draw-head there is a second vertical recess 13. Within the recess 13 I mount a

standard 14, which carries a limit-pin *c*, and to the upper end of which there is pivotally connected a coupling-hook 15. This coupling-hook 15 is provided with laterally-extending projections 16, said projections being arranged to overlap arms 17 and 17^a, that are carried by horizontal shafts 18 and 18^a, said shafts being connected to the ends of the car-bodies and being provided with crank arms or handles 19 and 19^a, the arrangement being such that by turning either the shaft 18 or the shaft 18^a so that its arm 17 or 17^a will be carried in the direction of the arrow shown in Fig. 1 the coupling-hook will be raised.

The range of motion of the coupling-hook upon its supporting-standard is limited, inasmuch as I contract the upper end of the standard, in order that it may enter an aperture *d*, formed in the hook 15, the aperture being slightly longer than the standard projection is wide, so that after the hook 15 has been moved upward a short distance any further throw of the arm 17 or 17^a will carry the standard upward. This arrangement is adopted in order that the coupling-hooks may be raised to couple with cars carrying couplers that are in a plane that is higher than that of the coupler manipulated as above described.

In coupling, as two cars approach, their coupling-hooks will be turned upward until the cars come together. They will then be released and the coupling-hooks will slide automatically into the recess 12. To uncouple, either the handle 19 or 19^a is grasped and the coupling-hook raised, as will be readily understood.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with a draw-head formed with a vertical recess 12 and a second vertical recess 13, of a standard mounted within the recess 13, a coupling-hook pivotally connected to the standard, and a means for raising the hook, as and for the purpose stated.

2. In a car-coupler, the combination, with a draw-head formed with a vertical recess 12

and a second vertical recess 13, of a stand-
ard 14, a coupling-hook pivotally connected
to the standard and provided with a lat-
eral projection, a shaft connected to the car-
5 body and mounted to turn thereon, an arm
carried by the shaft, said arm extending be-
neath the coupling-hook projection, and a

manipulating arm or lever, substantially as
described.

CHARLES H. PEARD.

Witnesses:

THS. RANDALL,
H. H. ENGLISH.