

(No Model.)

D. TOUHY.
CAR COUPLING.

No. 458,080.

Patented Aug. 18, 1891.

Fig. 1.

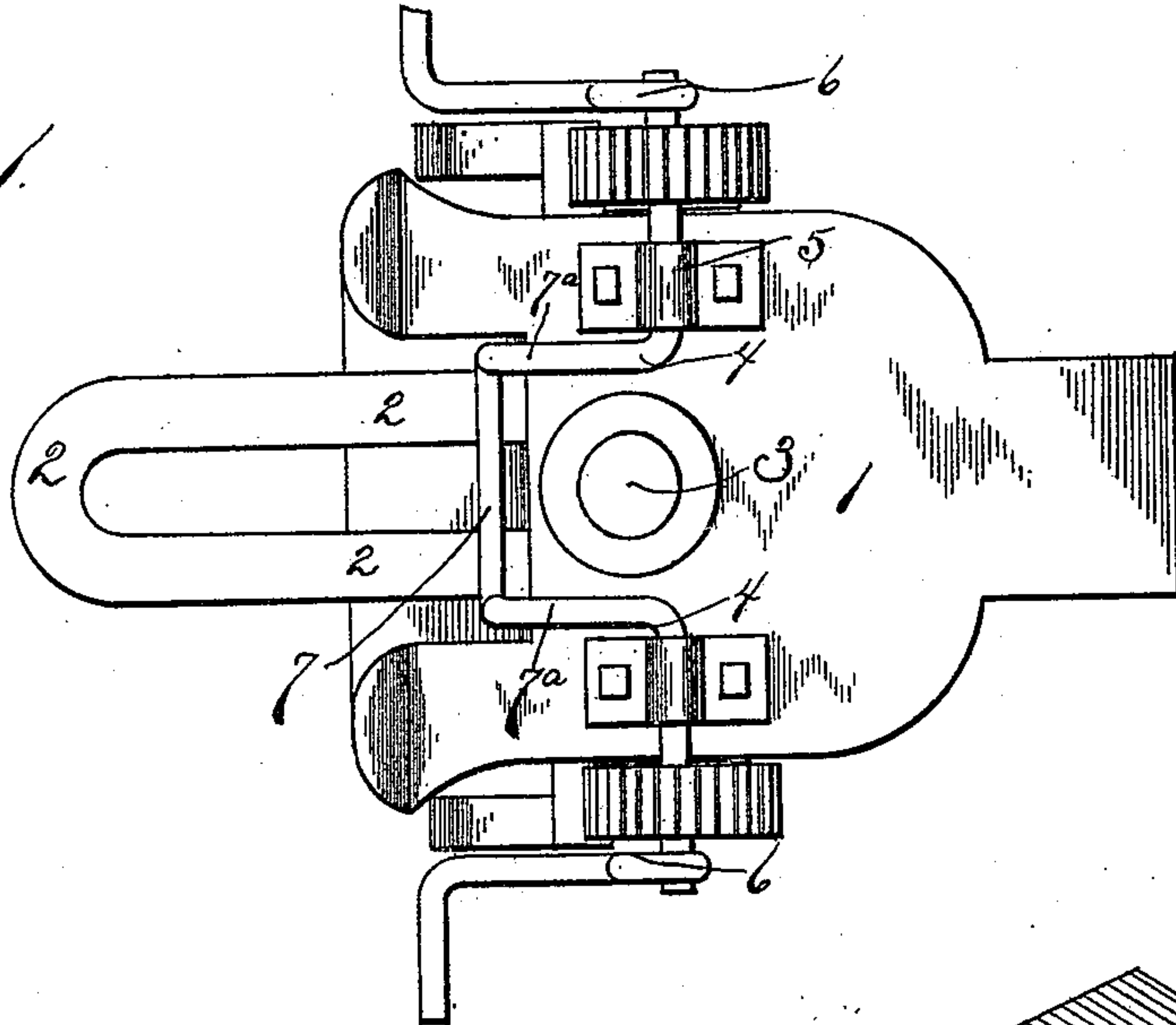


Fig. 2.

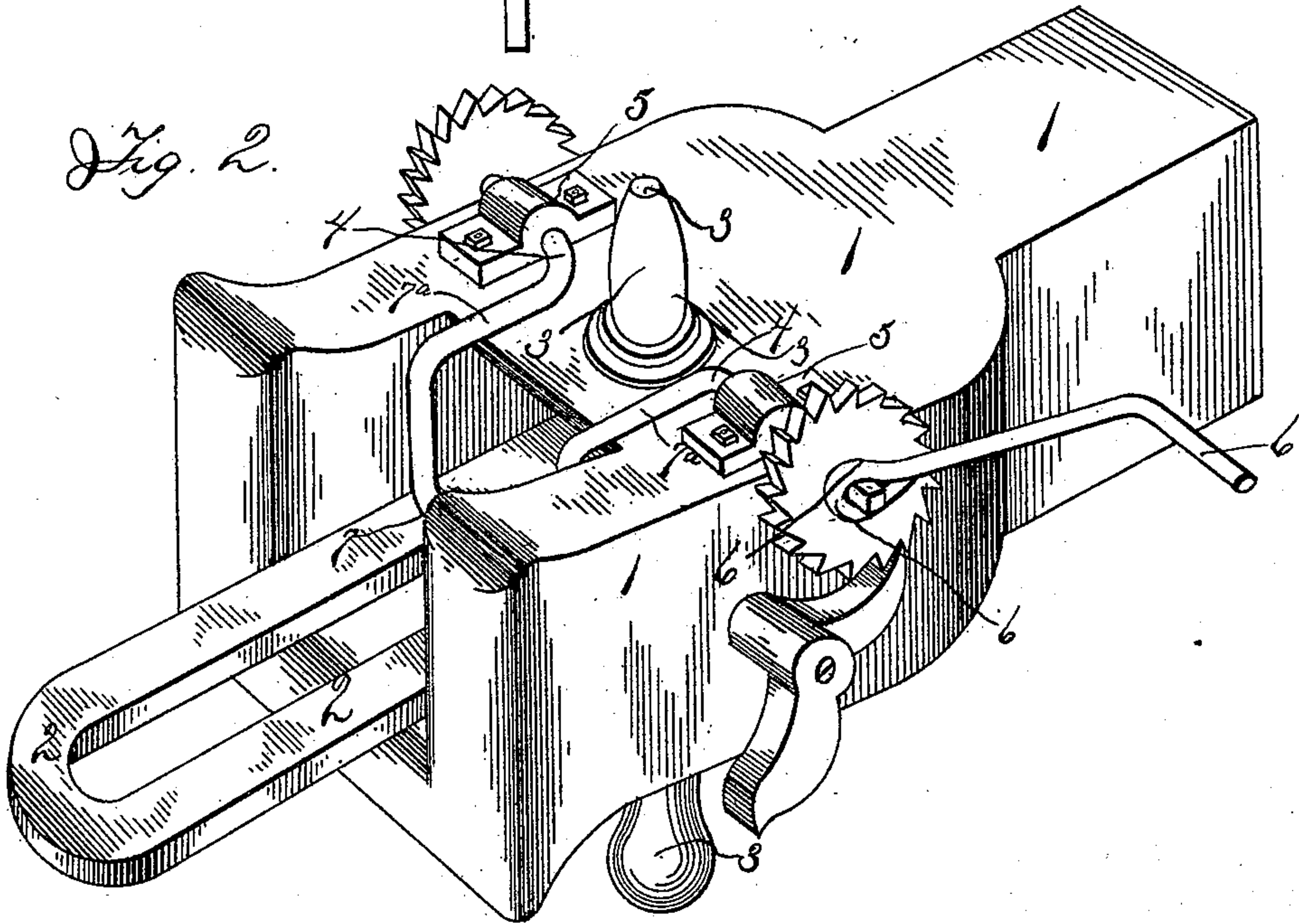
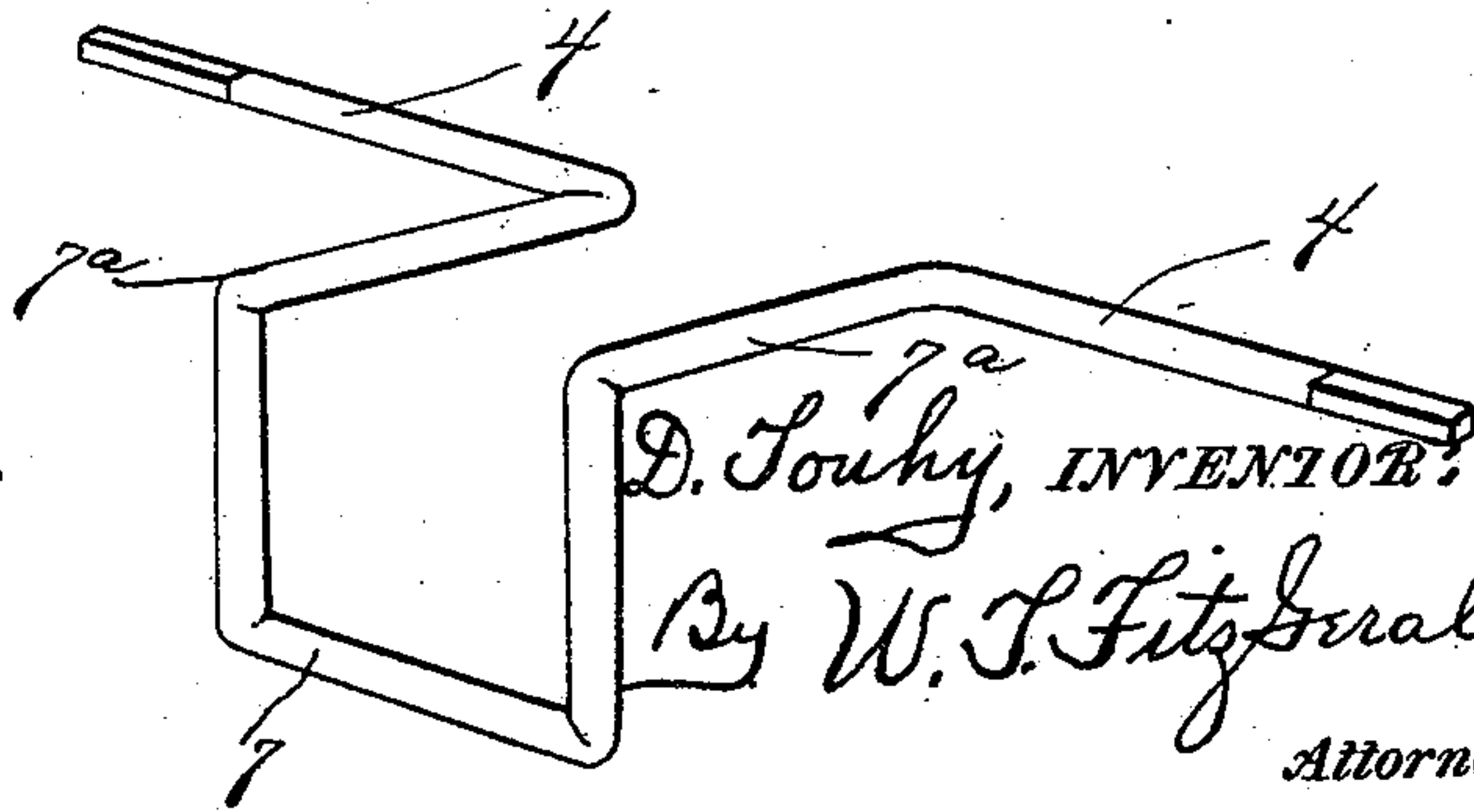


Fig. 3.



WITNESSES

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 458,080, dated August 18, 1891.

Application filed April 28, 1891. Serial No. 390,880. (No model.)

To all whom it may concern:

Be it known that I, DANIEL TOUHY, a citizen of the United States, residing at Crenshaw, in the county of Jefferson and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention consists in a new and improved link-lifter, which is adapted to be applied to the common link-and-pin coupling which is generally used, and which will enable the free end of a link in a draw-head to be elevated to the desired pitch, especially in coupling together cars having their draw-heads at different heights, without any necessity for the brakeman going between the cars when so coupling. The device is operated from either side of the car, and by thus dispensing with all necessity of going between the meeting cars in coupling my invention will prevent the many cases of injury and loss of life which now daily occur among trainmen engaged in coupling cars with the old link-and-pin coupling.

Referring to the accompanying drawings, Figure 1 is a bottom plan view of a draw-head provided with my invention. Fig. 2 is a perspective view of the same. Fig. 3 illustrates in detail the link-lifter.

The same numerals of reference indicate corresponding parts in the several figures.

Referring to the several parts by their designating-numerals, 1 indicates the draw-head, such as is used with the ordinary pin-and-link coupling, 2 indicating the link and 3 the coupling-pin.

4 indicates the link-lifting device, which may be formed of a single metal rod, curved in the form shown, this device being mounted in bearings 5 on the under side of the draw-head, while its ends project out at the sides of the car end, where they are formed or provided with crank-handles 6. The central part of the bar is bent up to form a flat loop 7, the straight upper end of which comes in contact with the under side of the coupling-link. The end of the draw-head may be cut

away at its under side to afford a suitable space for the movement of the loop 7, or by making the side arms 7^a of the loop a little longer the loop will come in front of the draw-head without any necessity for cutting away the under side of the same. This is a minor detail of construction, however, which does not affect the spirit of my invention. It will be seen that the link 2 being held in the draw-head by the pin 3, when the two cars approach each other to be coupled it is only necessary to raise the handles 6 at either end of the car, which will raise the central flat loop 7 into contact with the link 2, and the outer end of the link can be thus raised or elevated to any desired angle to suit the height of the draw-head of the approaching car.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and practical advantages of my invention will be clearly understood without further reference thereto.

It will be seen that my new and improved link-lifter is very simple and strong in construction; that it can be applied to the common existing form of link-and-pin coupling at a very small cost and without requiring any changes in the same, while by its use a great saving of life and limb will be effected, as all cars can be coupled together without any necessity for going between them, the practical advantages of which feature will be appreciated by all railroad-men.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with a draw-head cut away at the under side of its outer end, of the lifting device 4, mounted in bearings 5 on the under side of the draw-head, having the end handles and formed with the central upwardly-projecting part 7, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

DANIEL TOUHY.

Witnesses:

DAVID HURLEY,
PAT MCCARTY.