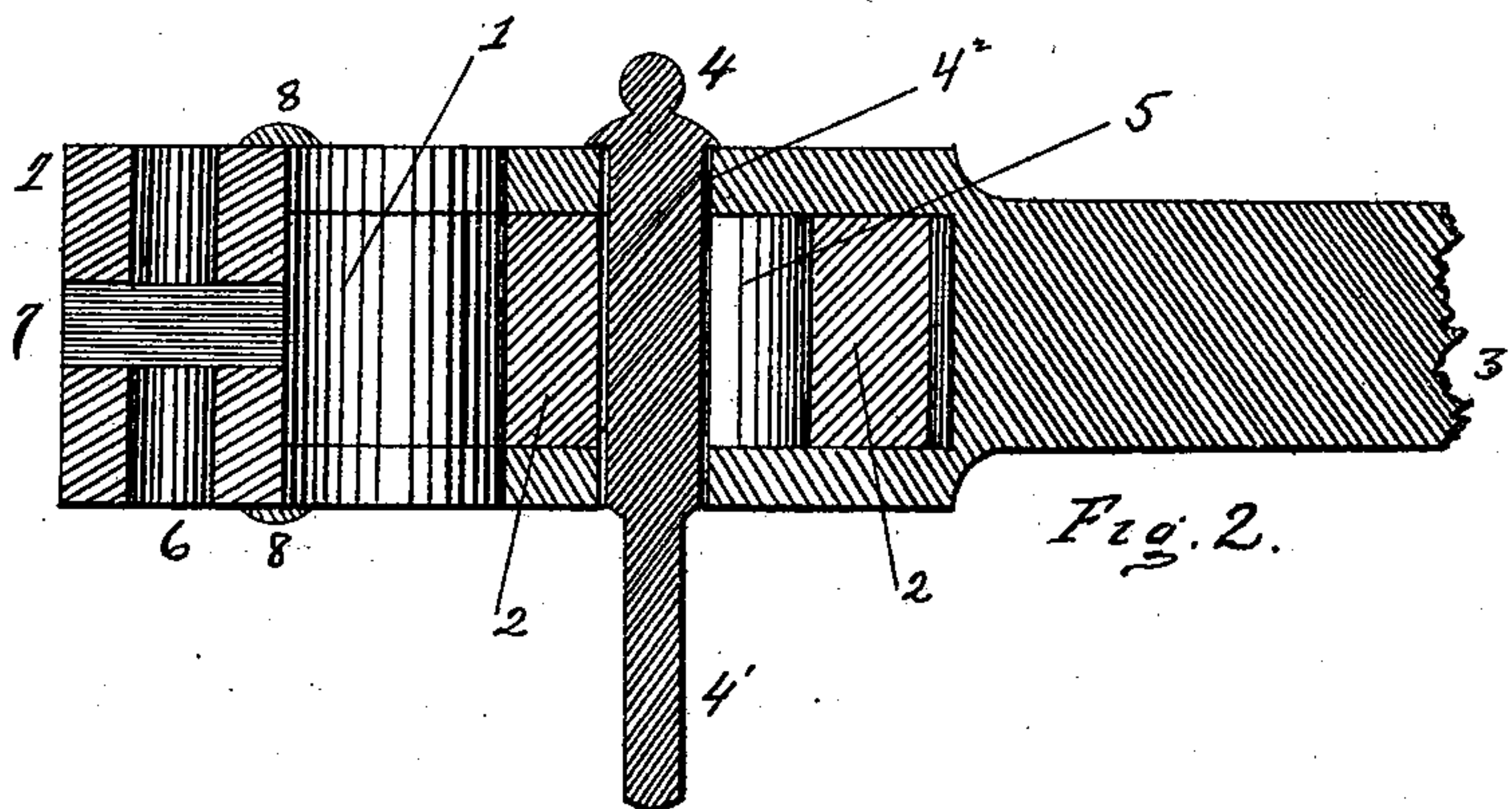
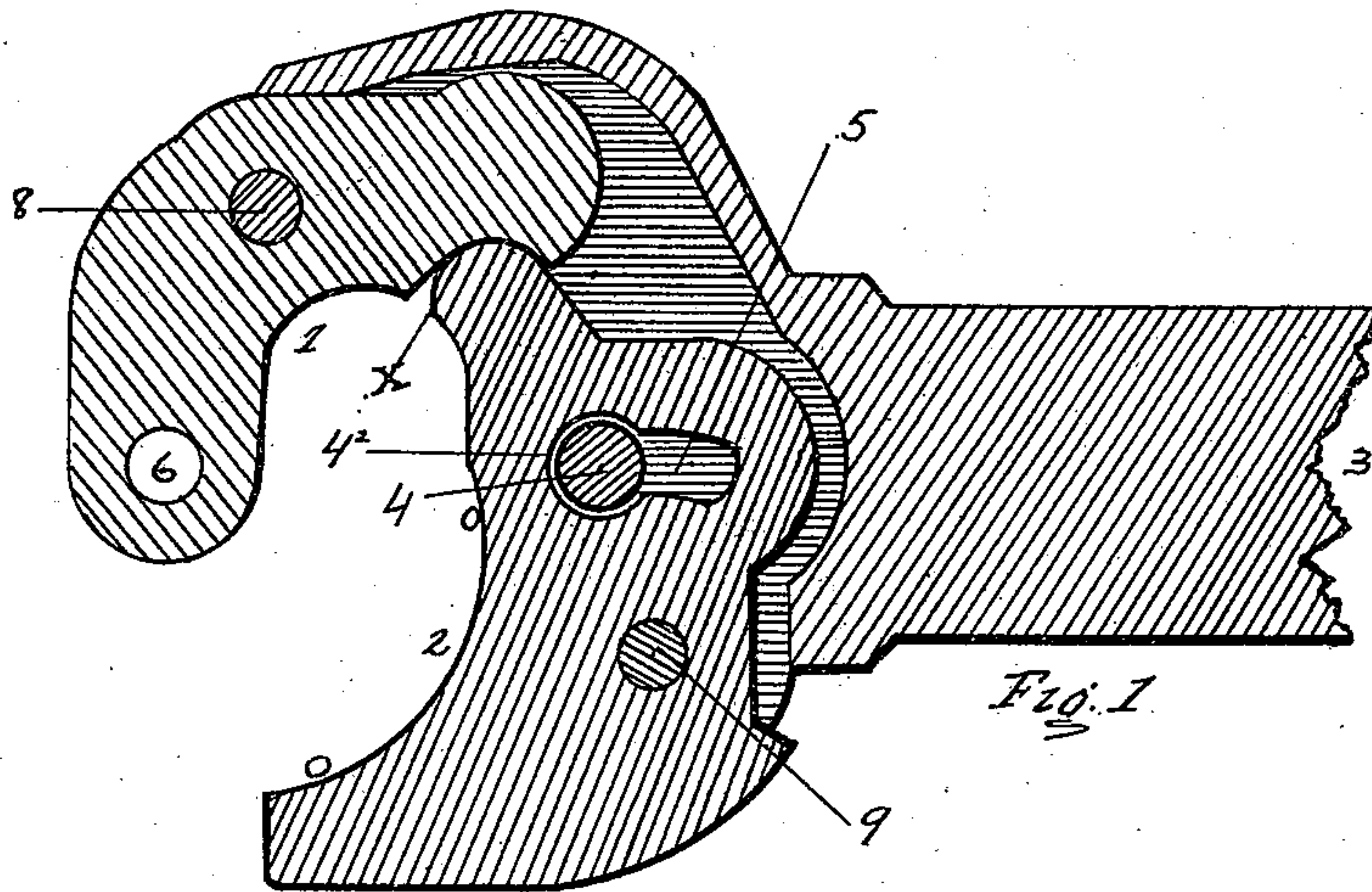


(No Model.)

J. McCORMICK & J. R. DEISHER.
CAR COUPLING.

No. 501,527.

Patented July 18, 1893.



Witnesses.

A. H. Brungarten
W. R. Whitner

James M. McCormick.
John Robert Deisher. Inventors.

By their Attorney
Tracey R. M. Coof.

UNITED STATES PATENT OFFICE.

JAMES McCORMICK AND JOHN R. DEISHER, OF POTTSVILLE, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 501,527, dated July 18, 1893.

Application filed May 9, 1893. Serial No. 473,598. (No model.)

To all whom it may concern:

Be it known that we, JAMES McCORMICK and JOHN ROBERT DEISHER, citizens of the United States, residing at Pottsville, in the county of Schuylkill and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and we 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.

Our invention relates to devices for coupling cars together and is generally adaptable to all kinds of cars.

The object of our invention is to produce a car coupling that will automatically couple or connect cars and that can be readily used in connection with the ordinary link coupling either in its perfect form or when broken or disabled.

We attain our object by use of the device shown in the accompanying drawings and more fully described hereinafter.

In the drawings Figure 1 shows a horizontal section of our invention and Fig. 2 is a vertical longitudinal section of the same, similar letters and figures of reference indicating like parts in both views.

1— is a coupling tongue, pivoted to the drawhead body 3— at 8.

2 is a coupling lever pivoted to the drawhead body 3— at 9.

4 is the coupling pin having its lower end 4' made smaller than the upper part.

4²— is the coupling pin hole extending through the drawhead body 3— and the coupling lever 2— and corresponds in size to the upper portion of the coupling pin 4.

5 is a slot in the coupling lever 2 corresponding in width to the lower part of the coupling pin 4— as shown at 4'.

6— is an extra coupling pin hole in the coupling tongue 1— and 7 is an open slot in the same to admit an ordinary coupling link or bar. The point X— is formed where the coupling tongue 1 and the coupling lever 2 meet.

Figs. 1 and 2 show the coupling locked.

When the pin 4 is raised so that the lower portion 4' is in the coupling pin hole 4², the coupling is unlocked and the coupling tongue 1 and lever 2 may be spread apart forming an open coupling, the lower part of the pin 4 at 4' being then in the slot 5.

In coupling cars the coupling tongue of the opposite coupling strikes the concave face O— O— of the lever 2 and forces it into the position shown in the drawings. This movement of the lever 2 of course forces the coupling tongue 1 into the position shown, the pin 4 drops into its place and the coupling is locked. The operation of the opposite coupling is exactly the same. By means of the pin hole 6— and the slot 7— an ordinary link or bar may be used and in case the tongue 1 or lever 2 or both are broken or disabled the pin 4 may be used in connection with an ordinary link or bar.

We have shown the coupling pin 4 in the drawings as being formed round in cross section. We do not desire to confine ourselves to this shape as a round, square or oblong shape will operate with the same result and may be used if desired.

This coupling will couple with readiness on a curved track and will not uncouple on a curve unless the pin —4— is raised.

In use, all that is needed to set this coupling is to raise the pin —4—, the coupling tongue and lever spreading apart and then closing as two couplings come together. This is a feature which we believe no other coupling possesses.

What we claim, and desire to secure by Letters Patent, is—

1. A drawhead having a coupling tongue and coupling lever, working together, and a coupling pin having its upper and lower parts of different sizes substantially as described.

2. In a car coupler of the type shown and described, the combination of a coupling tongue and coupling lever, opening and closing together, with a coupling pin working in a slot in the coupling lever substantially as set forth.

3. In a car coupler of the type shown and

described, the combination of a coupling
tongue with a coupling lever having an ap-
erture corresponding in size to the larger
part of a pin, which has its upper and lower
5 parts formed of different sizes, and a slot
corresponding in width to the smaller part of
said pin as and for the purposes herein shown
and set forth.

In testimony whereof we affix our signatures
in presence of two witnesses.

JAMES McCORMICK.
JOHN R. DEISHER.

Witnesses:

H. D. McCool,
A. H. ROSENGARTEN.