

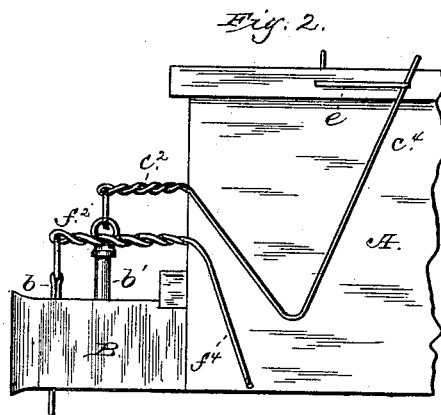
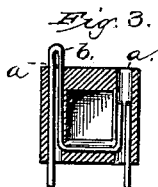
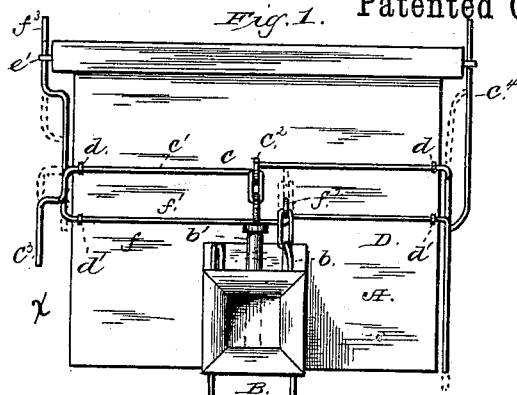
(No Model.)

J. D. PERRY.

CAR COUPLING.

No. 266,512.

Patented Oct. 24, 1882.



Witnesses:

J. C. Clark.
P. B. Surpin.

Inventor:

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UNITED STATES PATENT OFFICE.

JOHN D. PERRY, OF NAPERVILLE, ILLINOIS, ASSIGNOR OF ONE-HALF TO
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 266,512, dated October 24, 1882.

Application filed July 31, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN D. PERRY, a citizen of the United States, residing at Naperville, in the county of Du Page and State of Illinois, have invented certain new and useful Improvements in Car-Couplings; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention has relation to improvements in car-couplings.

It consists essentially in the construction and arrangement of the rods for operating the coupling-pin and link operating the hook, as will be hereinafter fully described, and specifically pointed out in the claim.

In the drawings, Figure 1 is a front, and Fig. 2 is a side, view of a car having my improvements attached thereto; and Figs. 3 and 4 are cross and horizontal sections of the draw-head.

A represents the car.

B represents the draw-head. It is provided with an opening to admit the link, and with the usual opening to permit the coupling-pin, hereinafter described, to drop through and secure the link.

a a represent holes cut through the draw-head in advance of the pin-opening and arranged on either side of the link-opening, as shown in Figs. 3 and 4.

b represents the hook for raising the link. It is formed of a single piece of metal, with its side arms rested and sliding in the openings *a a* and in grooves formed in the inner walls of the draw-head, and its base rests, when in normal position, in a groove, *a'*, formed in the bottom of the draw-head, and below the surface of same, as shown in Fig. 3. This hook is used to raise the link when it is desired to couple with a car having a higher draw-head.

b' represents the coupling-pin.

For convenience of reference I denominate the side of the car marked *x* the "right" side and the opposite side the "left" side.

c represents the rod for raising the coupling-

pin. It is composed of the shaft *c'*, the bar *c²*, and the levers or handles *c³ c⁴*, formed of a single bar or rod of metal, as shown. The bar *c²* is twisted from the shaft *c'*, and extends outward at right angles therefrom over the coupling-pin *b'*, to which it is connected by a chain-link, as shown. The shaft is journaled on the front of the car in staples *d d*, so that it may readily be turned to operate the pin. The bar *c⁴* is carried back on the left side of the car and bent downward and then carried up above the top of the car, and its upper end is held within the keeper *e*. The bend in this lever increases the distance to which the pin-raising bar *c²* may be raised by the movement of the lever. The lever *c³* is carried back on the right side of the car and bent down in position to be operated by a person standing on the ground.

f represents the rod for raising the link-elevating hook. It is composed of the shaft *f'*, the bar *f²*, and the levers or handles *f³ f⁴*, formed, as is bar *c*, of a single bar or rod of metal, as shown. The bar *f²* is twisted from the shaft *f'*, and extends outward at right angles over the hook *b*, and is connected thereto by a chain-link, as shown. This bar is longer than the bar *c²*. The shaft *f'* is journaled on the front of the car, below the shaft *c'*, in staples *d' d'*. The lever *f³* is bent back from the shaft *f'* along the right side of the car, and is then carried up through the keeper *e'* above the top of the car. The lever *f⁴* is bent back from the shaft *f'* along the left side of the car and down within reach of a person standing on the ground. Thus it will be seen that by levers *c³ c⁴* the hook *b* and pin *b'* may be operated by a person standing on the ground, and that they may be operated from the top of the car by levers *f³ f⁴*, as may be desired.

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

The combination, with the car-body A, the draw-head B, provided with the vertical grooves or channels *a*, formed on opposite sides of the mouth thereof, and the pin *b'*, of the stirrup *b*, placed in the channels *a* and having the ends of its side arms projected above the draw-head, the rod *c*, extended from side to side

across the end of the car A, and having one end bent downward and its opposite end bent upward to the top of the car, and having an arm, c^2 , extended forward over and coupled to the pin b' , and the rod f , extended from side to side across the end of the car-body, and having one of its ends bent to the top of the car and its other end bent downward, and having a central arm, f^2 , extended forward over and coupled to one of the upwardly-projected ends of the stirrup b , the bent ends of the rods c and f being arranged so that on any given side of

the car the end of one rod will extend to the top of the car and the end of the other rod will extend downward within reach of the operator, substantially as shown and set forth. 15

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

his
JOHN \times D. PERRY.
mark.

Witnesses:

S. E. SHIMP,
S. S. STRAYER.