

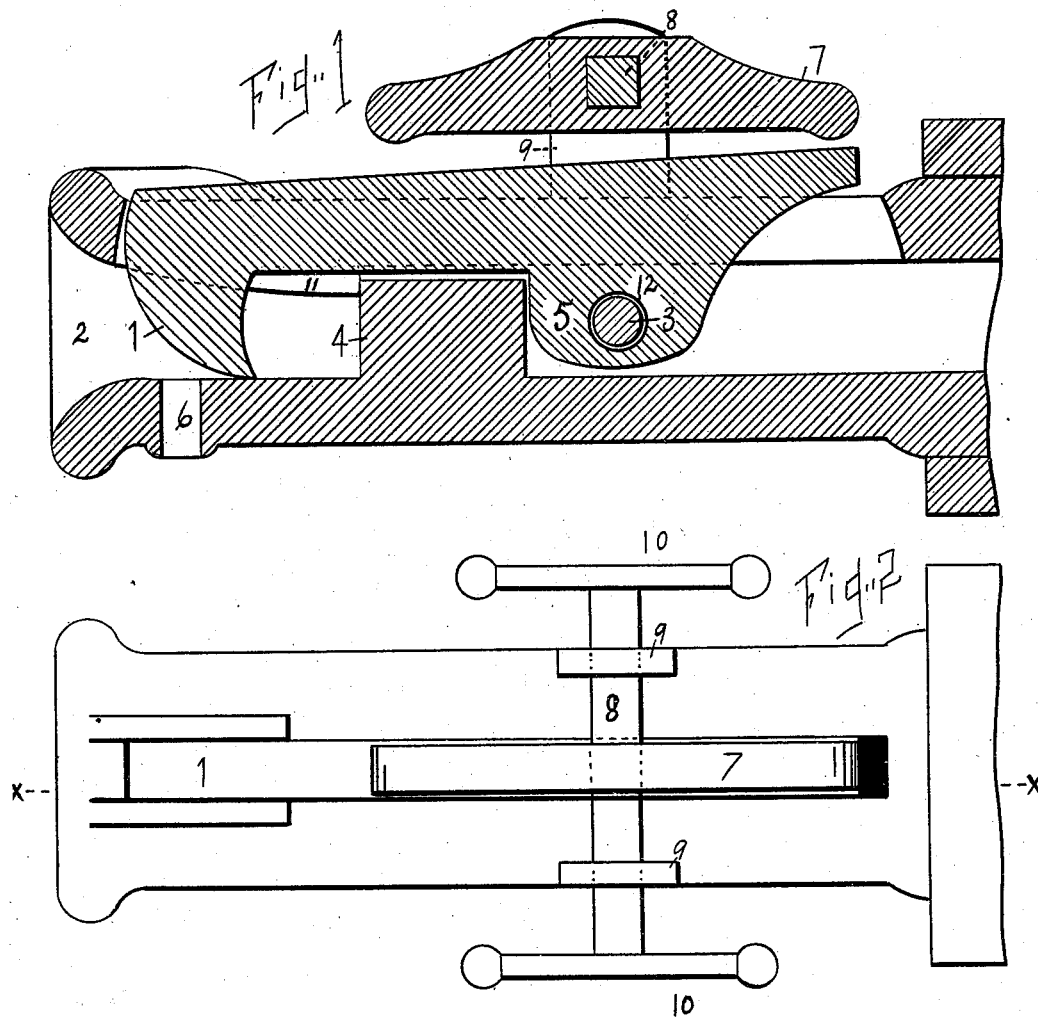
(No Model.)

P. A. AIKMAN.

CAR COUPLING.

No. 343,528.

Patented June 8, 1886.



Witnesses
Simon Coe
Cyrus L. Lathrop

Inventor
Peter A. Aikman
by Geo. L. Lathrop
att'y.

UNITED STATES PATENT OFFICE.

PETER A. AIKMAN, OF WINDSOR, ONTARIO, CANADA, ASSIGNOR TO THE
AIKMAN AUTOMATIC CAR COUPLER COMPANY, OF DETROIT, MICH.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 343,528, dated June 8, 1886.

Application filed February 11, 1886. Serial No. 191,631. (No model.)

To all whom it may concern:

Be it known that I, PETER A. AIKMAN, of Windsor, in the county of Essex and Province of Ontario, Canada, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention consists in an improvement in car-couplings, hereinafter fully pointed out.

Figure 1 is a longitudinal vertical section, and Fig. 2 is a plan view.

My invention is an improvement on the car-coupling shown in Letters Patent No. 331,467, granted to me December 1, 1885.

2 represents a draw-bar having a flaring mouth, and 1 represents a coupling-hook lying within a slot cut in said draw-bar, and pivoted thereto by a pin, 3. The upper portion of the draw-bar back as far as lug 4 extends down, as shown at 11, below the shank of the coupling-hook when said hook is down, to hold the link horizontal, and prevent the link when jarred from throwing up the hook and slipping out.

8 represents a rock shaft; 9 9, bearings for said shaft; 10 10, levers to move said rock-shaft, and 7 a double cam secured to said rock-shaft, all as in said patent.

6 represents a hole through the draw-bar, to receive a common pin for the ordinary link-and-pin coupling should any accident happen to the coupling or to the coupling-hook.

4 represents a lug formed on the inner side of the draw-bar to support the link in making coupling with another car, as described in my other patent; but in this invention I carry said lug back far enough to bear against and support the forward side of the lug 5 on the coupling-hook, and make the hole 12 through said hook a little larger than the pin

3, so that nearly all the strain on the hook will be taken by lug 4 instead of by the bolt. When the coupling is in use, therefore, the strain will be in the direct line of draft on the lug 4, and the point of the hook will also be supported by the draw-bar proper, as set forth and claimed in the application for reissue of my said patent, filed herewith, and this renders my improved coupling very strong, simple, and cheap.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A draw-bar having its bottom wall provided with an upwardly-projecting interior lug, 4, in combination with the longitudinally-movable coupling-hook having a loose pivotal attachment, and provided with the depending lug between its hooked end and its pivotal attachment to abut against the lug of the draw-bar, substantially as described.

2. The combination, with the slotted draw-bar, of the coupling-hook loosely pivoted in the slot thereof, said slot having its opposite longitudinal edges extended into the draw-bar below the shank of the hook, substantially as and for the purpose described.

3. The draw-bar having its bottom wall provided with an upwardly-projecting interior lug, 4, in combination with the transverse pin 3, and the longitudinally-movable coupling-hook having the hole 12, of a diameter larger than the pin, said coupling-hook having between its hooked end and the pin a depending lug, 5, to bear against the lug of the draw-bar, substantially as described.

P. A. AIKMAN.

Witnesses:

SUMNER COLLINS,
GEO. H. LOTHROP.