G. J CURRY.

CAR-COUPLING.

No. 187,519. Patented Feb. 20, 1877.

Fig. 1.

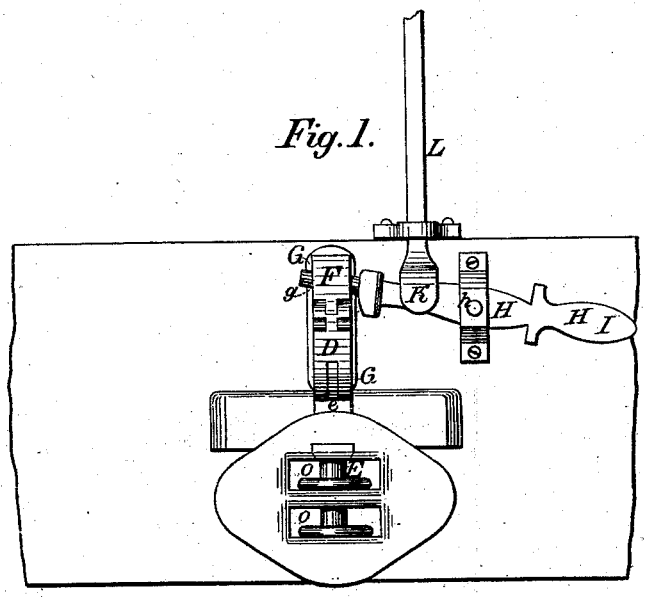


Fig. 2.

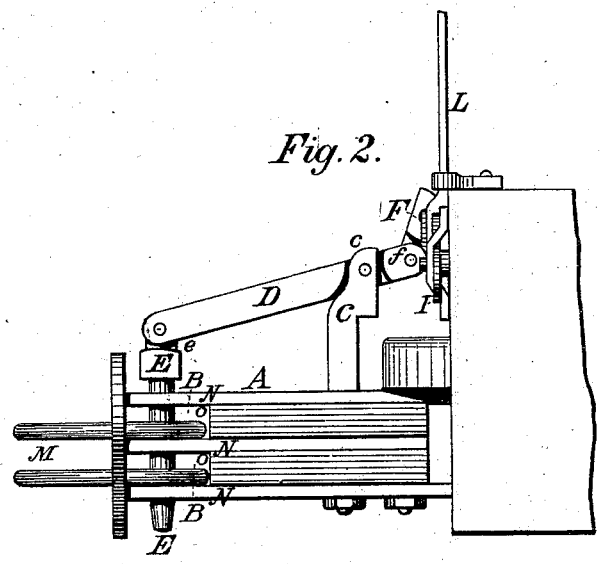
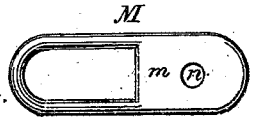


Fig. 3.



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UNITED STATES PATENT OFFICE.

GEORGE J. CURRY, OF CHEMUNG, ILLINOIS.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **187,519**, dated February 20, 1877; application filed January 10, 1876.

To all whom it may concern:

Be it known that I, GEORGE J. CURRY, of Chemung, in the county of McHenry, and State of Illinois, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a front elevation of my improved coupling. Fig. 2 is a side elevation of the same, and Fig. 3 represents the coupling-link used in combination with my improved coupling.

Similar letters of reference indicate corresponding parts in all the figures.

This invention relates to an improvement in that class of couplings that are used on freight, coal, and gravel-cars; and it consists in the construction and arrangement of parts, substantially as hereinafter set forth.

In the drawing, A is the draw-head of a car, and B is the coupling-box, which may have one or more horizontal recesses, so as to accommodate one or more links. In the drawing I have shown two such recesses, one above the other, by which arrangement, it will be seen, one coupling-pin does the work of two, where the recesses are placed beside each other.

On the draw-head is placed an upright, C, recessed at *c*, so as to form a bearing for the lever D, to the end of which the coupling-pin E is pivoted—the end of lever D being recessed at *e*, so as to admit of the pivoting of the head of the coupling-pin.

To that end of lever D which is nearest to the car, indicated by *f* in the drawing, is pivoted a beveled lever of smaller dimensions, F, which works at an angle to D, and slides on the plate G. Lever F is perforated at *g*, so as to admit of the insertion of the end of the horizontal lever H, by which it is operated. Lever H is pivoted to the end of the car at *h*, and has a handle, I, which reaches to the side of the car, and by which it, and the entire coupling device, may be worked.

To the lever H is pivoted at K a sliding rod, L, which enables the coupling to be worked from the top of the car. The links M used in combination with my improved coupling are of the configuration shown in Fig. 3 in the drawing. One-half of the link consists of a solid plate, *m*, perforated at *n*, to admit of the insertion of the coupling-pin E. The plates N, by which the recesses in the coupling-box are formed, may be provided with flanges or guides *o*, to guide the solid part of the links M, when they are inserted into the recesses. The weight of the solid side of such a link, when inserted into the coupling-box, will always keep the projecting part of the link straight and ready for coupling, thereby avoiding the danger of breakage that arises from the use of links of the old shape, when the cars come together.

The advantages of my improved coupling device are obvious. It greatly facilitates the making of flying switches, which can be made by the brakemen from the top of the cars, without unnecessary exposure to danger. Also, if the rear portion of a train should jump the track, the train can be easily cut in two, thus saving the front cars, and sometimes the entire train, from being wrecked.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The coupling-link M, consisting of the solid plate *m*, perforated at *n*, and an open semi-link, in combination with the draw-head A, having one or more dividing-plates, N, by which the doubly-recessed coupling-box is formed, substantially as and for the purpose herein shown and specified.

In testimony that I claim the foregoing as my own, I have hereunto affixed my signature in presence of two witnesses.

GEORGE J. CURRY.

Witnesses:

JOHN MANSFIELD,

ROBERT CURRY.