

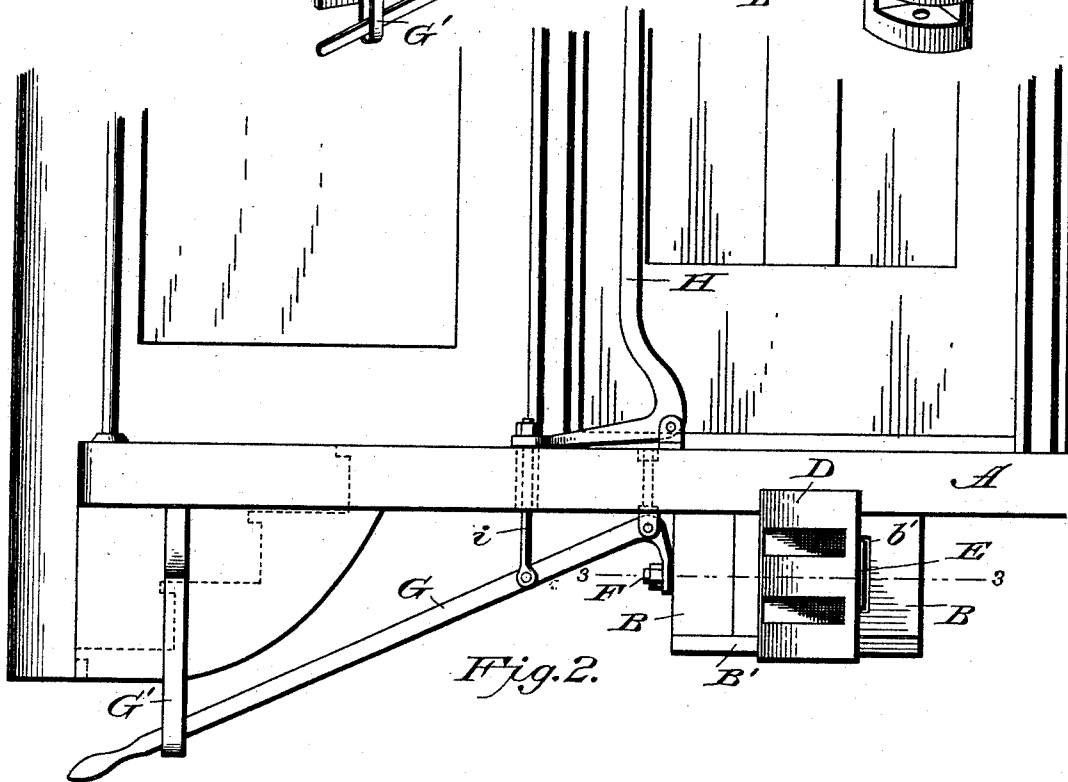
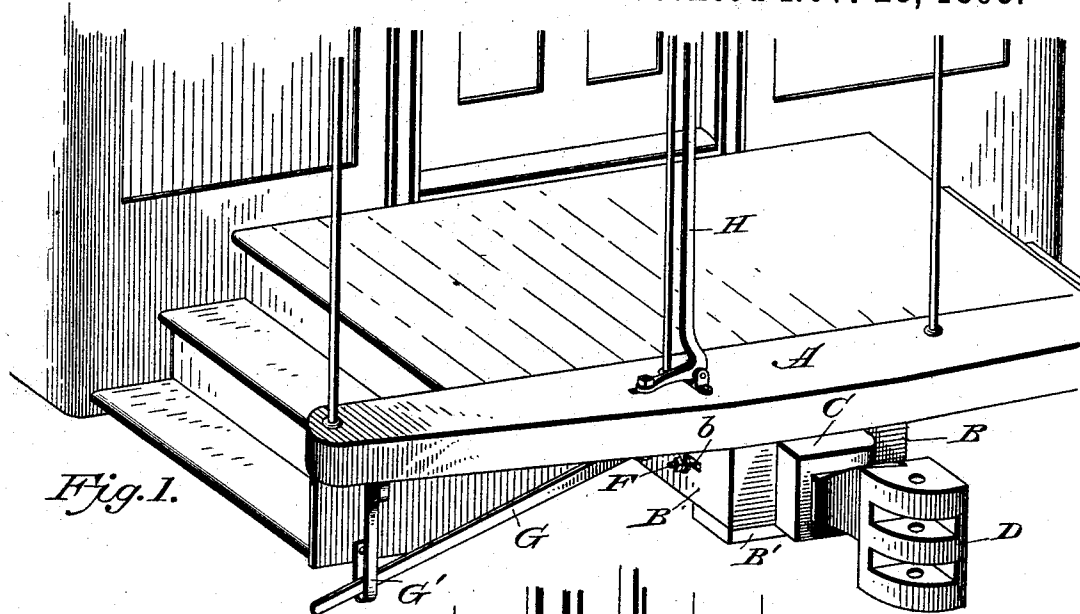
(No Model.)

2 Sheets—Sheet 1.

G. BLAIR.
CAR COUPLING.

No. 509,719.

Patented Nov. 28, 1893.



WITNESSES
L. S. Elliott.
W. Johnson.

Grant Blair
INVENTOR

by *[Signature]* Attorney

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2 Sheets—Sheet 2.

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Fig. 3.

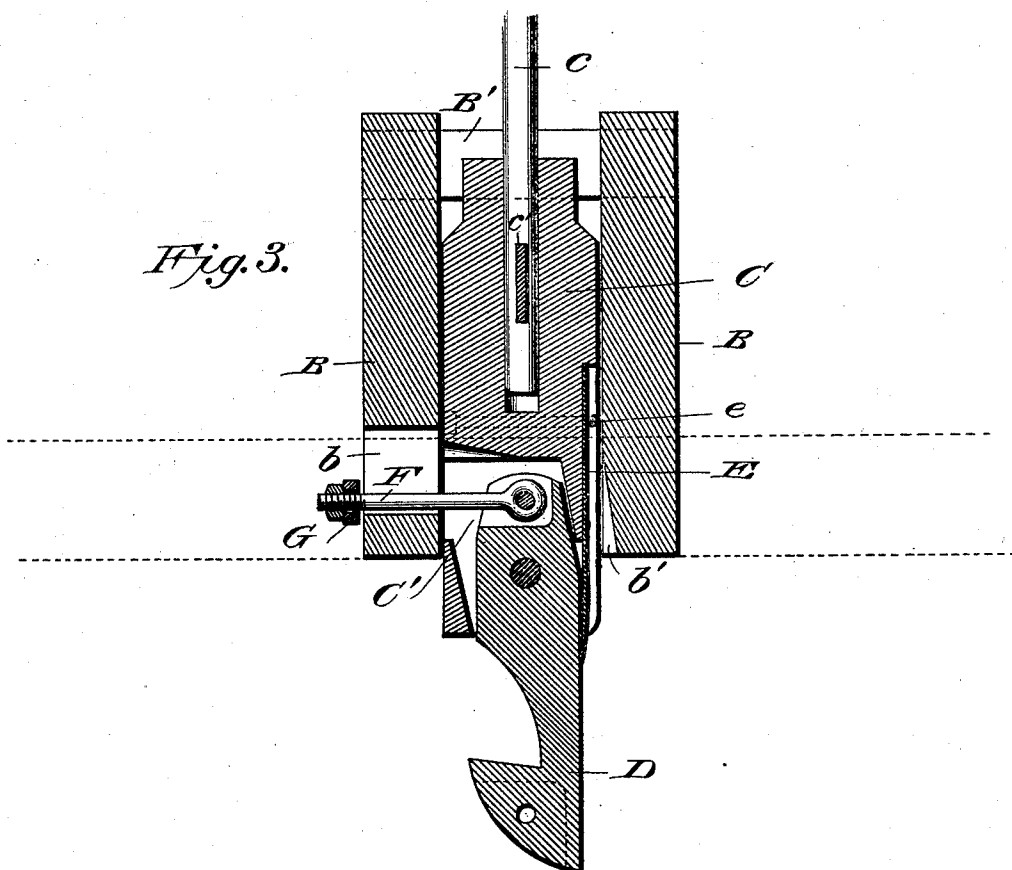
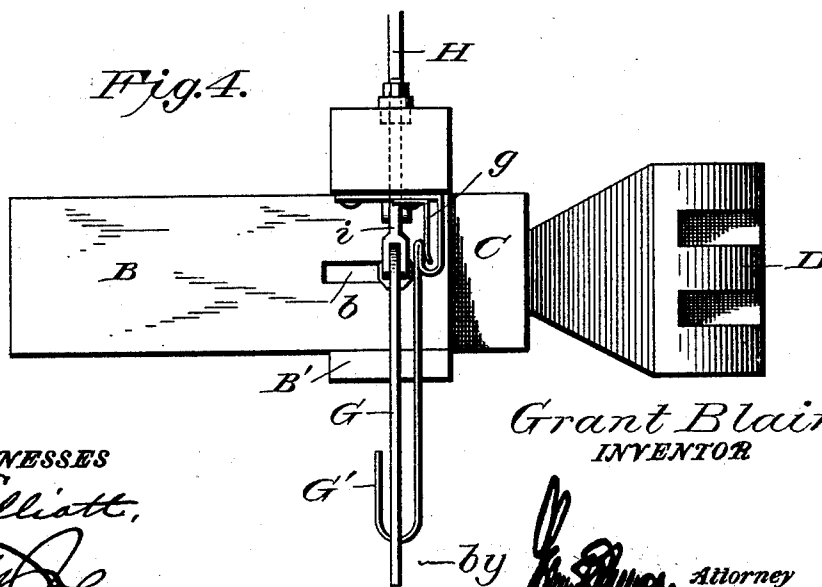


Fig. 4.



WITNESSES
L. S. Elliott,
E. M. Johnson

Grant Blair
INVENTOR

—by *[Signature]* Attorney

UNITED STATES PATENT OFFICE.

GRANT BLAIR, OF CURFEW, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 509,719, dated November 28, 1893.

Application filed September 28, 1893. Serial No. 486,736. (No model.)

To all whom it may concern:

Be it known that I, GRANT BLAIR, a citizen of the United States of America, residing at Curfew, in the county of Fayette 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The object of this invention is to provide means for uncoupling car-couplings of the twin jaw type either from the side of the car or from above the platform, the uncoupling levers being connected to each other and to the drawhead; and the invention consists in the special construction and arrangement of the uncoupling levers, as will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings forming part of this specification, Figure 1 is a perspective view showing the application of my invention to a car. Fig. 2 is a front elevation. Fig. 3 is a sectional view on the line 3—3 of Fig. 2, and Fig. 4 is a side elevation.

A designates the platform of the car beneath which are rigidly secured two beams B B, one of said beams being provided with a horizontal slot *b* while the other beam is recessed on its inner side and at its forward end, as shown at *b'*. These beams are secured to the under side of the platform parallel with each other and are connected at suitable intervals by cross-pieces B'.

C designates the drawhead which is connected to the draw-bar *c* by a key *c'*. The drawhead is provided with a recess C' which opens through the drawhead on one side on a line with the slot *b* in the beam B and also at the front end and other side as shown. Within this recess is pivoted the coupling hook or jaw D against which bears a flat spring E, said spring being secured in a recess in the side of the drawhead by means of a U-shaped bolt *e*, as shown in Fig. 3. The forward end of the spring when forced out-

wardly will pass into the recess *b'* in the beam B.

The coupling hook or jaw is provided at its outer end with recesses and a vertical aperture so that it may be used as an ordinary link and pin coupling. The coupling jaw is provided rear of its pivot with a recess in which is pivoted a rod F which passes through the side opening in the drawhead and through the slot *b* in the beam B and connects at its outer end with the short end of a lever G, said lever being pivoted to the under side of the platform and the long end thereof extending to a suitable bracket or guide G' attached to the platform as shown. The upper part of the bracket or guide is given a reverse bend which will hold the long end of the lever G elevated, a spring *g* being provided for retaining the lever in the bent portion of the guide. By means of this lever the coupling jaw can be moved to uncouple the cars from one side.

On the upper side of the platform is pivoted a lever H the long end of which may extend upwardly to the desired height—to the guard-rail when used on a passenger coach and to the top of a freight-car when applied thereto. The short end of this lever is connected to the long member of the lever G by a connecting-rod *i* so that said lever G may be operated from the platform or top of the car. It will be noted that the connecting-rod *i* is pivoted to the lever G and passes through the platform and through an eye formed in the short end of the lever H, a nut being screwed on the end with which the lever H engages; this construction providing for the operation of the lever G independent of the lever H, so that should the lever H be locked against movement the lever G could be operated to uncouple the cars.

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

1. In a car-coupling, the combination, of the levers G and H connected to each other, one of the levers being connected to the rear end of the coupling hook or jaw, substantially as shown, and for the purpose set forth.

2. In a device for uncoupling cars, the combination, of a pivoted coupling hook or jaw,

a rod pivoted to the rear end thereof and adapted to engage with the short arm of a vertically movable lever pivoted beneath the platform of the car, a connecting-rod pivoted
5 to said lever and loosely engaging the short end of a lever pivoted above the platform, substantially as described.

3. In a car coupling, the combination, of a
10 a rod F for connecting the coupling jaw to a lever G, and a guide or bracket for the long

end of said lever having a bent portion with which the lever engages when it is elevated, substantially as shown and for the purpose set forth.

In testimony whereof I affix my signature in
presence of two witnesses. 15

GRANT BLAIR.

Witnesses:

JOHN PIERSOL,
WILLIS BLAIR.