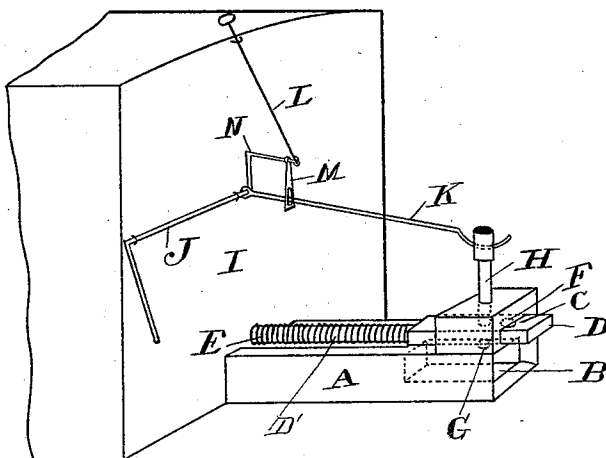


(No Model.)

J. D. LOCKE.
CAR COUPLING.

No. 517,389.

Patented Mar. 27, 1894.



Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH D. LOCKE, OF COSUMNE, CALIFORNIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 517,389, dated March 27, 1894.

Application filed October 17, 1892. Serial No. 449,107. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH D. LOCKE, of Cosumne, in the county of Sacramento and State of California, 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.

My invention is an improvement in car-couplings seeking to provide a simple and strong construction of coupler which will couple automatically, and which may be readily uncoupled from the side or top of the car, without the necessity of any one going between the cars at any time.

My invention more particularly resides in the novel combination, construction and arrangement of parts hereinafter fully described and set forth in the claim, reference being had to the accompanying drawing, in which the drawing represents my coupling in perspective.

The draw-head A may in practice be secured to the car in any suitable manner. Situated immediately above the mouth B of the draw-head I have constructed the slot or opening C through which the plate D is intended to pass. The inner end of the plate D is formed with a rearwardly extending rod D', which is encircled by a spring E, which is adapted to force the plate outward through the hole C. Through the outer end of the plate D and top of the draw-head pass corresponding holes F, and G, through which the pin H is intended to pass. Secured to the end of the car I is the bent lever J, and loosely connected therewith is the arm K one end of which passes through the upper end of the pin H. When the pin H is drawn through the hole F, by means of the lever J or rod L, the plate D is forced outward into the position shown in the drawing, by the spring E, and the end of the pin rests on the plate D. When the draw-head on the adjoining car comes in contact with the end of the plate D, the link is forced into the mouth of the draw-head and the plate forced inward until the hole F comes directly

under the pin H, when the latter falls by its own weight through the hole F and link, thus securing the cars together. By means of the rod L, which is attached to the bent portion N of the lever J, and connected to the arm by means of the slotted connecting link M the pin H may be raised from the top of the car.

There are various forms which this device may take on and still be within the spirit of my invention, and I do not desire to confine myself to the exact construction and location of parts herein shown and described.

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

In a car coupling a combination of a draw-head having an upper extension with a horizontal slot extending therethrough parallel with the longitudinal length of the draw-head, said extension having a vertical opening extending therethrough aligning with the pin-head in the drawing, and coupling pin adapted to operate in said opening of the extension and the pin opening of the draw-head, the horizontally disposed sliding plate, D, mounted in the said slot of the extension and supplied with an opening adapted to align with the openings in the said extension and the draw-head and also having a rearwardly extending rod running parallel with the draw-head and above the same and encircled by a coiled spring, said coupling pin having means for raising the same from a coupling position, an arm K, connected to the top of the pin, a bent lever J attached to said arm K, a slotted link M carried by the bent portion of the said lever J and engaging the arm K, in advance of the point where the latter is attached to said lever J and a rod L extending from the top of the car, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JOSEPH D. LOCKE.

Witnesses:

W. A. MURPHY,
E. F. MCNAMEE.