

(122.)

C. EASTIN.

Improvement in Car Coupling.

No. 122,586.

Fig. 1.

Patented Jan. 9, 1872.

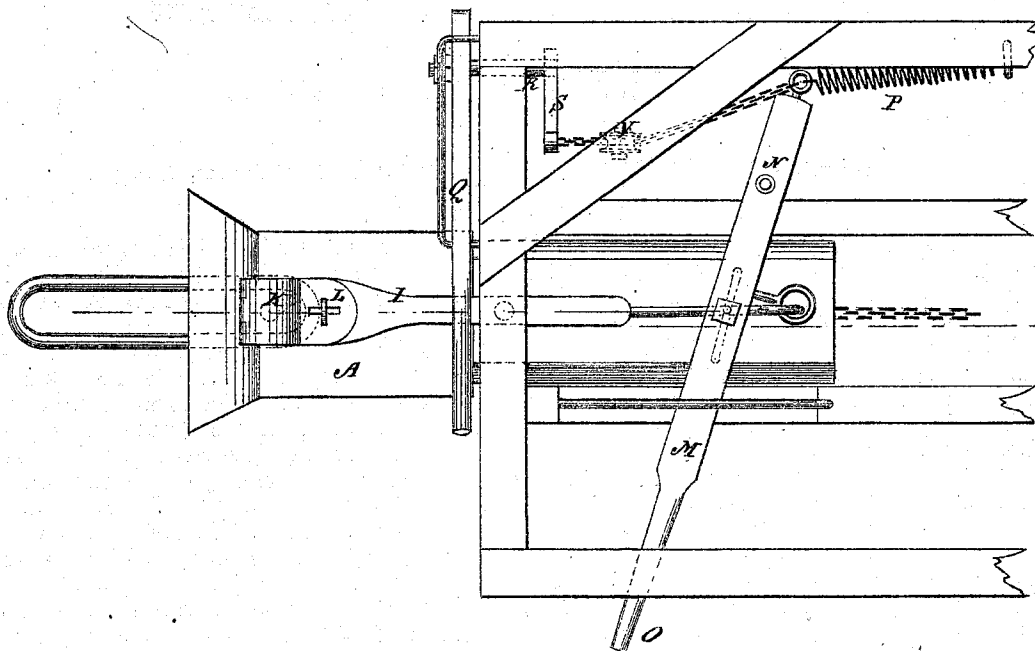


Fig. 2.

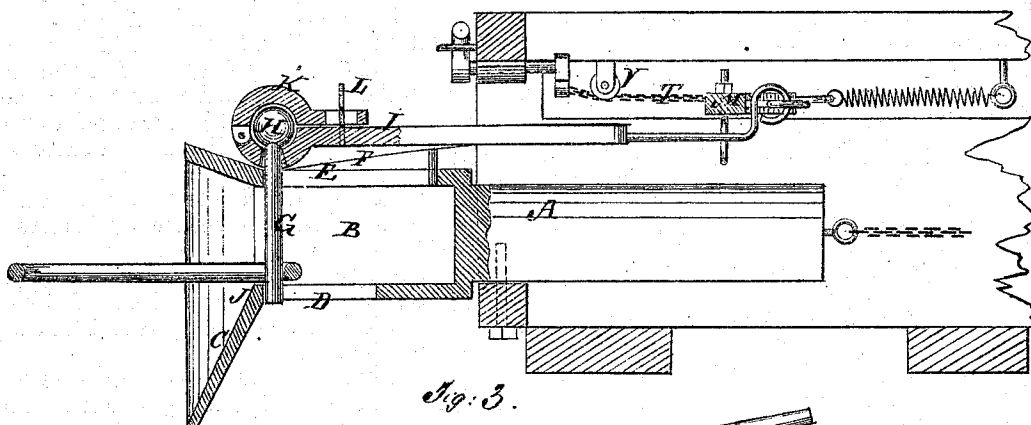
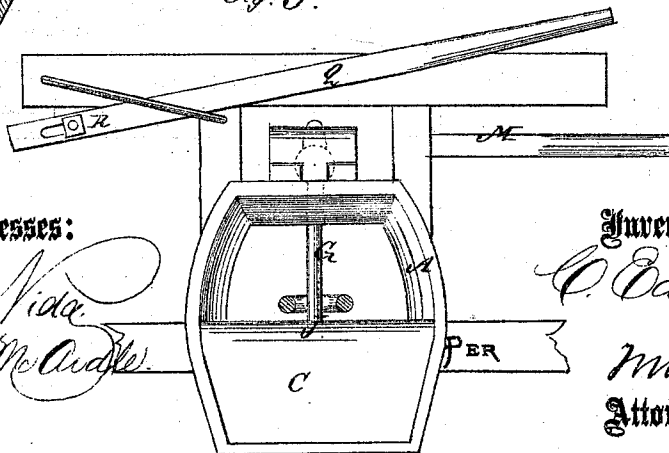


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHURCHILL EASTIN, OF LOUISVILLE, KENTUCKY.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 122,586, dated January 9, 1872.

Specification describing a new and improved Car-Coupling invented by CHURCHILL EASTIN, of Louisville, in the county of Jefferson and State of Kentucky.

My invention consists in a self-coupling apparatus in which the coupling-pin is suspended from a holder upon the top of the buffer, and is moved backward by a lever to trip or release the link by lifting the lower end above the part of the buffer behind which it is locked when in the working position, the said holder being moved up an inclined plane to lift the pin as it moves back. Two tripping-levers are used for uncoupling, one to be used by a person standing on the ground and the other when on the car.

Figure 1 is a plan view of a part of a car with my improved coupling. Fig. 2 is a longitudinal sectional elevation of the same; and Fig. 3 is a front elevation.

Similar letters of reference indicate corresponding parts.

A is the buffer with a socket, B, in the end, which is flaring or bell-mouthed to receive the end of the link readily, and has a wide lip, C, hanging from the lower end of the mouth. The upper and lower walls of the socketed part of the buffer are slotted, as shown at D and E, and upon the upper wall an inclined plane, F, is provided each side of the slot. G is the coupling-pin. It hangs by a spherical head, H, from a holder, I, in which it is confined by a cap, K, hinged to it and secured by a turn-key, L. This holder has an extension rearward behind the front end of the car, by which it is connected with the lever M pivoted to the frame at N and extending beyond one side of the car a short distance, as at O, for being taken hold of to disconnect the coupling. A spring, P, is connected at the other

end for retracting it and throwing the holder I back to its normal position. With this lever the car is uncoupled by pulling the coupling-pin holder back and up the inclines F until the lower end of the pin escapes over the upper edge of lip C at J and lets the link escape. Besides this lever, which is to be used by one person standing on the ground, I propose to have another one, Q, so arranged that the uncoupling may be done by one on the car. This lever Q is fixed on an axle, R, that turns with it, and has an arm, S', inside of the end piece of the frame, and is connected to the end of the short arm of lever M by a chain, T, which being drawn over a guide-roller, U, when lever Q is lifted, will vibrate the lever M, draw the pin-holder I back, and trip or disconnect the link.

The coupling is effected by the link being thrust in against the pin, and beyond, until the latter drops inside of the link and swings back against the lip C at J. For the protection of the lip the other walls of the mouth, which are stronger, will be arranged to project slightly beyond said lip, as indicated at m, Fig. 2.

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

1. The combination of the swiveled coupling-pin G, sliding-holder I, slotted draw-head, and inclines F, substantially as and for the purpose specified.

2. The combination of lever Q, axle R, arm S, chain T, lever M, sliding holder I, inclines F, pin G, and slotted draw-head A, as shown and described, for the purpose specified.

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