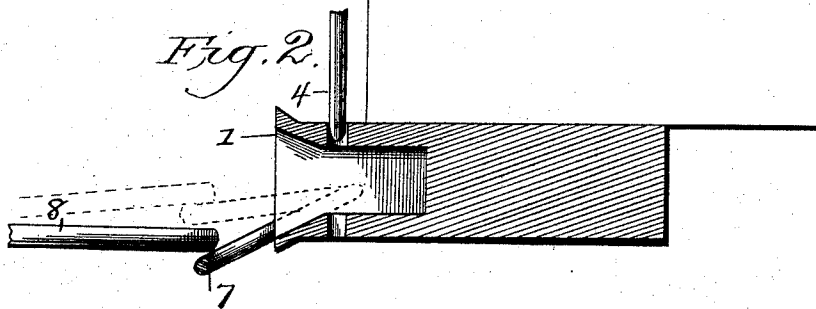
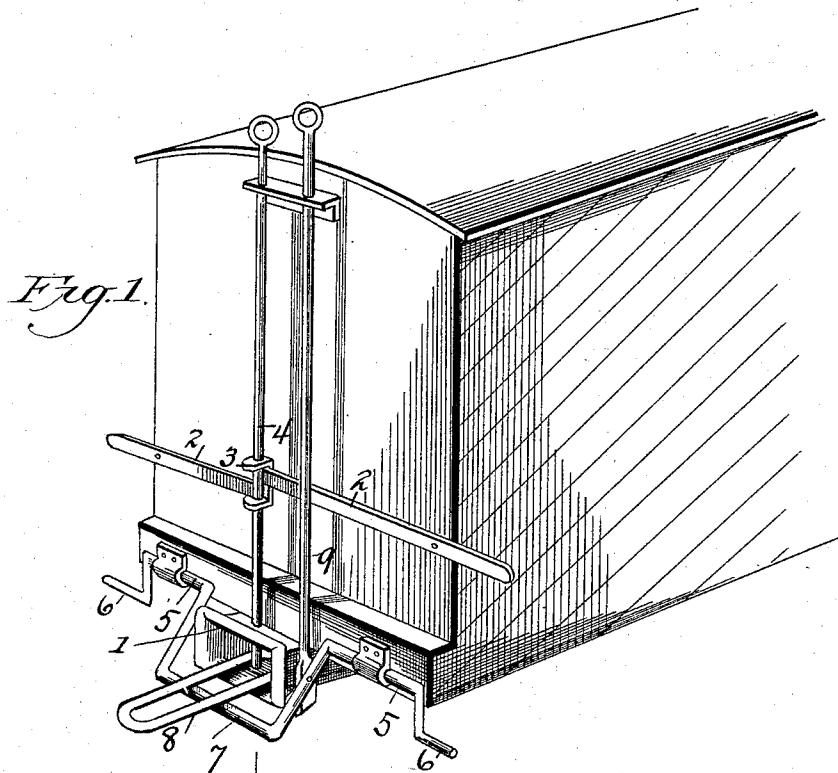


(No Model.)

T. JOHNSTON.
CAR COUPLING.

No. 519,861.

Patented May 15, 1894.



Witnesses
J. H. Reynolds
Chas. S. Hoyer

Inventor
By Thomas Johnston
John Hedderburn
Attorney

UNITED STATES PATENT OFFICE.

THOMAS JOHNSTON, OF TACOMA, WASHINGTON.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 519,861, dated May 15, 1894.

Application filed November 16, 1893. Serial No. 491,128. (No model.)

To all whom it may concern:

Be it known that I, THOMAS JOHNSTON, a citizen of the United States, and a resident of Tacoma, in the county of Pierce and State of Washington, 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.

This invention relates to car-couplings and has for its object to provide simple and effective means for coupling cars, which may be operated from either side or the top of the car, and avoid passage between two cars, and thereby prevent injury to, and loss of life.

With these and other objects in view, the invention consists of the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings: Figure 1 is a perspective view of the end of a car, showing the improved coupling applied thereto. Fig. 2 is a longitudinal vertical section of the draw-head and a part of the mechanism.

Similar numerals of reference are employed to indicate corresponding parts in both figures.

Referring to the drawings, the numeral 1 designates a draw-head of any preferred form of construction, and similar to that which is commonly employed. Pivottally secured to the end of the car, adjacent to the draw-head, is a pair of levers 2 which extend in opposite directions one of the same being slightly above the other, and both of which have their inner ends engaging a flanged head or bracket 3 carried by elongated coupling-rod 4 whose lower end extends through the draw-heads and serves the purpose of a coupling-pin, while its upper end projects above the top of the car. Secured to the end of the car, adja-

cent to the draw-head is a link-lifter consisting of outwardly extending arms 5 with oppositely disposed engaging crank handles 6 and a central rectangular bend 7 which is movable over the end of the draw-head and upon which the link 8 is adapted to bear and to be properly positioned relative to an approaching draw-head or to form a guide for the entrance of a link into the draw-head to which it may be attached. Pivottally secured to the said link-lifter or guide, at one side of the same, is an operating rod 9 which extends up to and above the top of the car for operating the device from said point.

It will be seen that the coupling-rod as well as the link lifter or guide, may be operated from either side of the car or from the top of the latter without requiring the passage of the trainmen between two cars to properly adjust the link or arrange the coupling-pin.

Having thus described the invention, what is claimed as new is—

In a car coupling, the combination with a pair of levers, pivottally attached to the end of the car adjacent to the draw-head, one of the same being slightly above the other, and an elongated coupling rod whose end extends through the draw-head, of a flanged head or bracket carried by the said elongated coupling rod and consisting of a vertical portion having outwardly extending perforated flanges at its upper and lower ends which are adapted to be engaged by the inner ends of the said levers, substantially as and for the purposes specified.

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

THOMAS JOHNSTON.

Witnesses:

LEON J. SAVERY,
H. STUSSA.