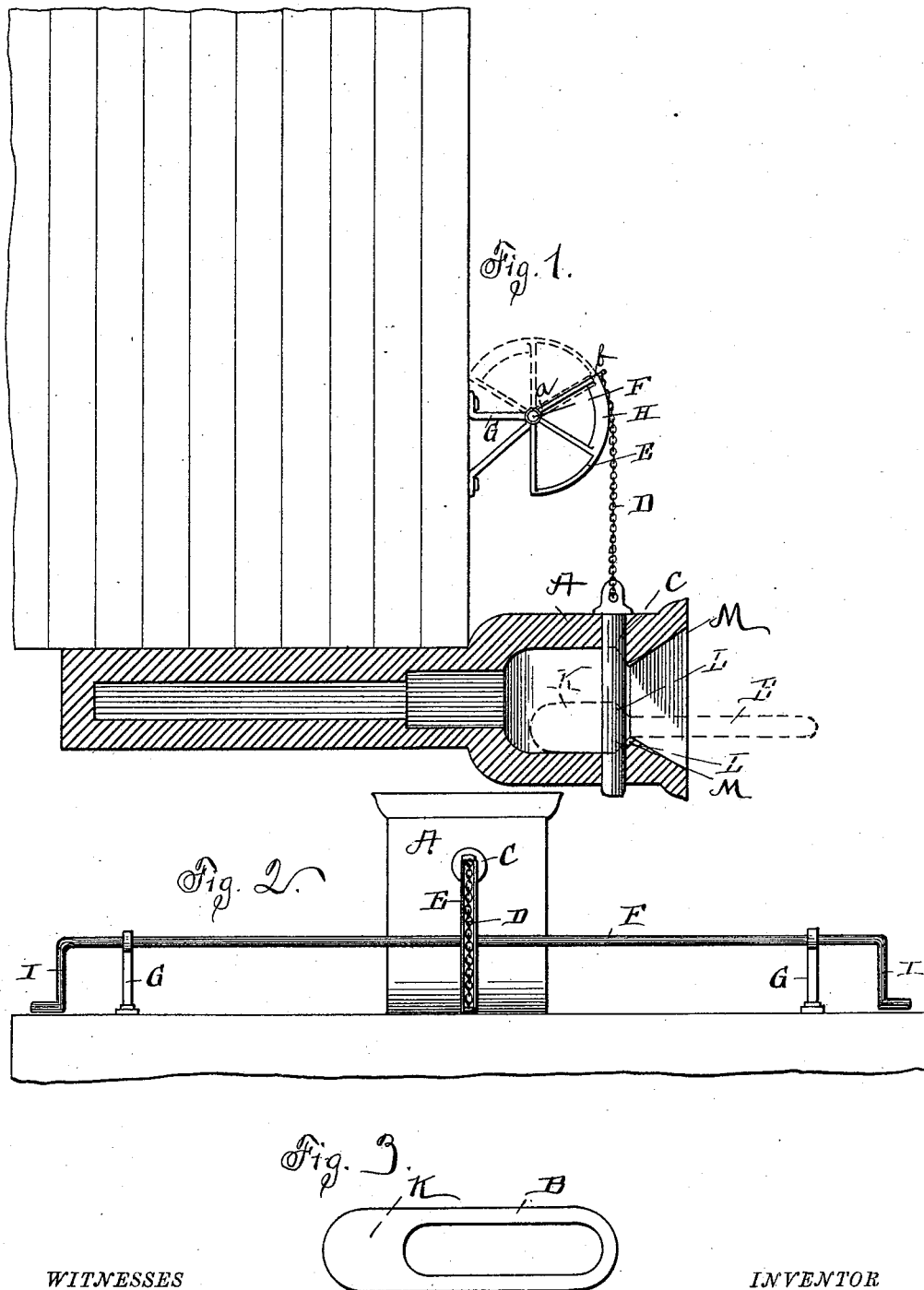


(No Model.)

J. P. KIRK.
CAR COUPLING.

No. 523,667.

Patented July 31, 1894.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN P. KIRK, OF AUSTIN, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 523,667, dated July 31, 1894.

Application filed November 21, 1893. Serial No. 491,563. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. KIRK, a citizen of the United States, and a resident of Austin, in the county of Travis and State of Texas, have invented certain new and useful Improvements in Car-Couplings; and I do 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.

Figure 1 of the drawings is a representation of the invention, partly in section, and applied to a car. Fig. 2 is a plan view of the same; and Fig. 3 is a plan view of the link.

This invention has relation to certain new and useful improvements in car couplings, and is designed to provide a simple, efficient and practical device of such character as to readily couple by impact, and capable of uncoupling without the necessity of going between the cars.

With this object in view the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings illustrating the invention, the letter A designates the draw-head, B the coupling link, and C the pin. The pin C is of the usual construction, and attached to its upper end is a chain D, or other flexible connection. The upper end of the chain or connection is attached to the upper portion of a sector E which is rigidly attached to a transverse rock-shaft or rod F supported in bracket bearings G across the end of the car. The upper portion of the said sector is weighted, as shown at H.

The end portions of the rock-shaft or rod F, which extends to each side of the car, are bent at substantially right angles, as shown at I, I, forming cranks by means of which the said shaft or rod may be actuated, and the sector is preferably so set on said shaft or rod that its upper edge from *a* to *b* is paral-

lel, or nearly so, with the said cranks. The object of this arrangement is to permit the extremities of the cranks, and the upper corner portion of the sector at *b*, to rest against the end of the car, when the coupling is raised and the sector in the position shown by the dotted lines in Fig. 1 thus forming a stop to prevent the pin from being raised too high, and at the same time leave the sector, rock-shaft or rod, and the pin in position to be easily thrown down by impact. The outer side or rim of the sector is grooved, or otherwise suitably arranged, so that the chain or connection D will keep in its proper place.

The link B is like the form in ordinary use except that it is weighted at one end, as shown at K, by making it both thicker and longer. The draw-head is provided with an upward transverse beveled projection M on the lower wall of the forward portion of the draw-head chamber. The weighting of the link, causes it, when in place in the draw-head, to always assume a nearly horizontal position although free to move with the motion of the cars.

The act of uncoupling is accomplished by going to the corner of the car and turning the crank of the rock-shaft, or rod, back until it rests against its stop, which as above described is preferably the end of the car, although other suitable means might be provided. The uncoupling is preferably done at the light end of the link, otherwise it is necessary to reverse the link in the draw-head before making another coupling.

When coupling is made, the impact of the cars causes the sector to fall, and the pin to drop through the link in the ordinary manner.

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 with a drawhead having a transverse upward shoulder projection on the lower face of the forward portion of its chamber, of a link having a weighted end seating behind said projection, substantially as specified.

2. In a car coupling, the combination of the

draw-head having the transverse, upward
shoulder projection on the lower face of the
forward portion of its chamber, the link having
the weighted end, the pin, the cranked rock-
5 shaft, the weighted sector rigidly attached to
said shaft and having its upper edge substan-
tially parallel with the cranks thereof, and a
chain attached at one end to the said sector

and at its opposite end to the pin head, sub-
stantially as specified. 10

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

JNO. P. KIRK.

Witnesses:

W. B. THRASHER,
E. HUPPERTZ.