

No. 649,858.

Patented May 15, 1900.

P. A. McPEAK.  
CAR COUPLING.

(Application filed Mar. 29, 1897.)

(No Model.)

2 Sheets—Sheet 1.

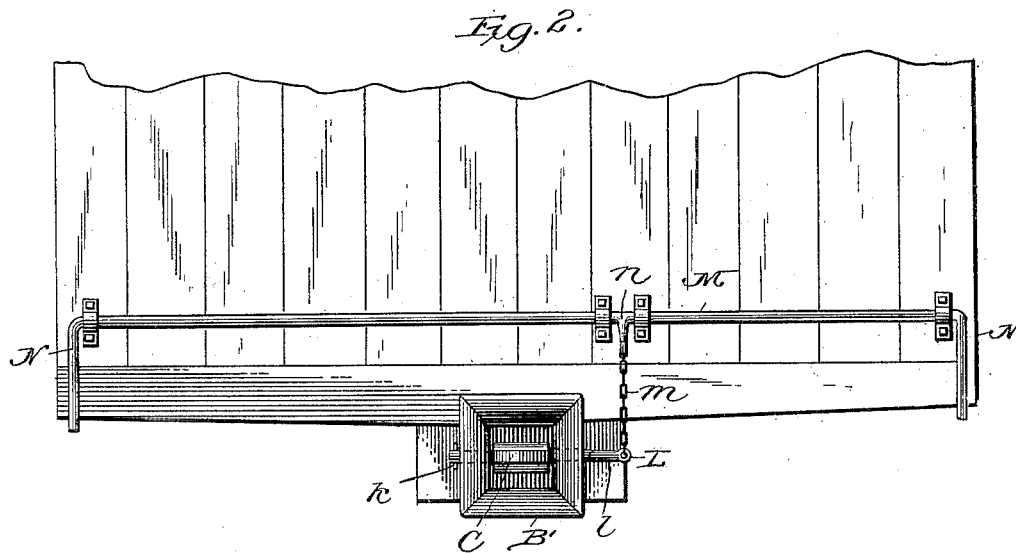
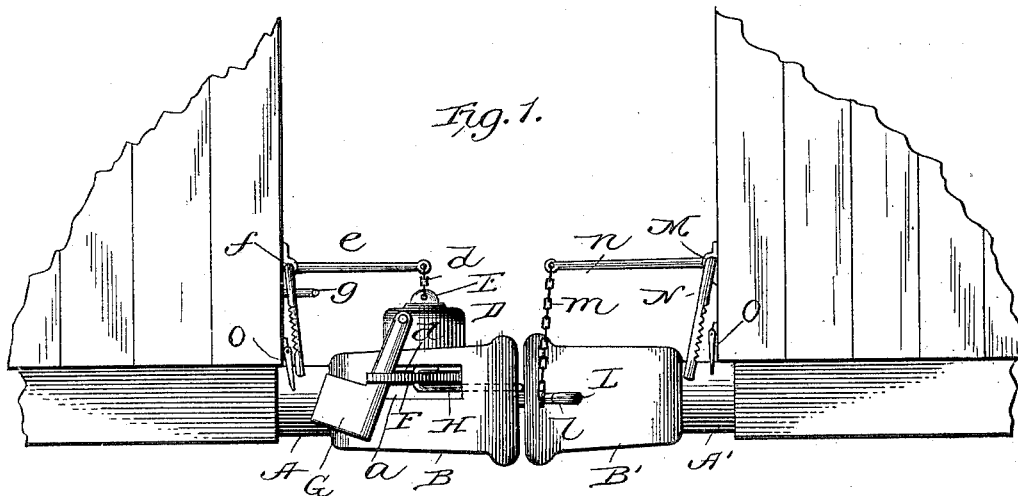
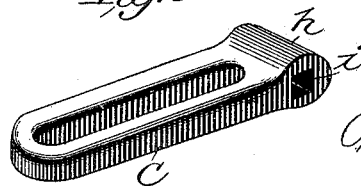


Fig. 3.



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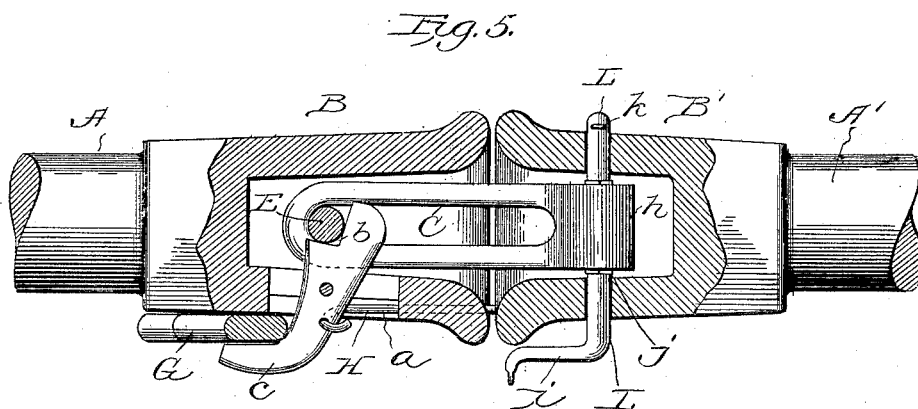
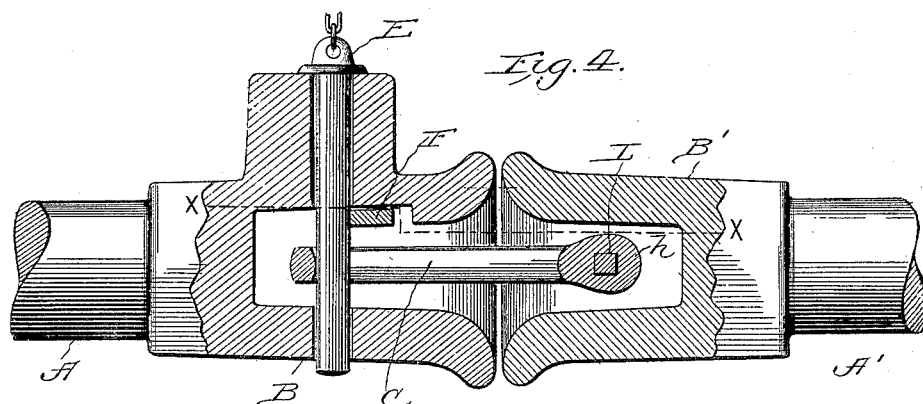
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2 Sheets—Sheet 2.



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# UNITED STATES PATENT OFFICE.

PATRICK A. McPEAK, OF MILTON, TENNESSEE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 649,858, dated May 15, 1900.

Application filed March 29, 1897. Serial No. 629,801. (No model.)

*To all whom it may concern:*

Be it known that I, PATRICK A. McPEAK, a citizen of the United States, residing at Milton, in the county of Rutherford and State of Tennessee, 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-couplers; and it has for its object to provide a simple, durable, and comparatively-inexpensive automatic car-coupling of the link-and-pin type adapted to be operated in uncoupling and in setting the link and pin for coupling without the necessity of entrance between the cars; and it consists of the parts and combinations of parts hereinafter described and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation of my improved car-coupling in coupled position; Fig. 2, a front elevation showing the link-lifting lever; Fig. 3, a perspective view of the link; Fig. 4, a side elevation, partly in section, showing the coupler in coupled position; and Fig. 5, a longitudinal horizontal section on the line *x x*, Fig. 4.

Similar letters refer to similar parts throughout all the views.

A A' represent draw-bars having draw-heads B B' cast therewith and mounted in proper position on the cars in the usual or any desired manner. The draw-head B carries the coupling-pin E and is formed with the usual recess or mouth to receive the link C and is also provided with a vertical projection D, adapted to act as a protection to the pin, which extends through a perforation therein. At one side of the draw-head B an elongated opening *a* is formed in the side wall thereof, in which a flat lever F is pivotally secured, so as to be free to swing horizontally therein. The inner end of lever F is broadened to support the pin thereon and is notched, as at *b*, for a purpose to be described, while the other or outer end of said lever is curved rearwardly, as at *c*, as best shown in Fig. 5, to form a hook for the pivoted weight-lever G, which is pivotally secured at its upper end to the projection D and hangs loosely between the side of the draw-head and the

inner side of the curved or hooked end of lever F, against the edge of which it bears at all times. To the outer arm of lever F one end of a rod H is secured in any desired manner and extends through a perforation in the wall of a draw-head B and with the parts in their uncoupled position projects beyond the mouth of the draw-head and in position to be struck by the draw-head on a mating coupler in making a coupling and be thereby pushed or driven inwardly to swing the lever F on its pivot against the strain of the weight-lever G and causing the inner end of said lever F to move or swing forwardly and from under the pin E and permit the latter to drop into locking position. The inner end of lever F needs to be moved only a short distance before the pin drops through or in the notch *b* of said lever, and when said pin is down it fits in said notch, as shown in Fig. 5, and said lever is held against the pin by the weighted lever G and the pin thus held against vibration. The pin is connected by a chain *d* to the arm *e* of a lever or uncoupling-rod *f*, which is hung in brackets on the end of the car and extends, preferably, across the end of the car from side to side and is formed with crank-handles at each end, whereby the pin may be raised to uncouple the cars from either side thereof. A suitable stop, as at *g*, is provided to limit the movement of rod *f*, and thus prevent the same being turned sufficiently far to lift the pin entirely out of the draw-head in uncoupling the cars. The draw-head B' carries the link C, which is formed with an enlarged end *h*, through which a square opening *i* is formed to receive the square portion *j* of the link-lifting rod L, which is inserted through openings formed in the side walls of the draw-head and secured by a key *k*, said rod having a crank-handle *l* at one end, to which is connected one end of a chain *m*, the other end of which is connected to the arm *n* of a rod M, which is mounted in brackets on the end of the car and preferably extends across the car from side to side and is bent downwardly to form a crank-handle N, by which the rod may be turned to raise or lower the link to accommodate the same to the height of the mating coupler.

O represents a hinged or pivoted catch at-

tached to the car and adapted to engage the notches or teeth in the handle N of the rod M and hold the same in any position to which it may be adjusted.

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

1. The combination, in a car-coupler, of a link having one end formed with an opening and an elongated opening formed in its body  
10 portion, a rod rigidly secured in the end opening and having its bearings in the draw-head walls and its end bent to form a crank, and forming trunnions for said link, a cross-rod  
15 supported from the car and having a projecting arm, a chain connecting said arm and the crank end of the cross-rod, and a catch hinged to the car-body and adapted to retain said cross-rod in its adjusted position.

20 2. The combination, in a car-coupler, of a

draw-head having an elongated opening in its side wall, a lever having a notch formed at its inner end pivoted in said opening, a rod connected at one end to the outer end of said lever and extending longitudinally  
25 through the wall of the draw-head to the front thereof, a weighted lever pivoted to the draw-head and engaging the outer end of said notch-lever, and a pin adapted to be supported on the notched end of said lever when  
30 said pin is in its uncoupled position and to be held against vibration thereby when in its coupled position, substantially as described.

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

PATRICK A. McPEAK.

Witnesses:

JNO. E. RICHARDSON,  
W. S. McLEMORE.