

(No Model.)

J. C. PEASLEE & F. W. BEAVAN.
CAR COUPLING.

No. 405,430.

Patented June 18, 1889.

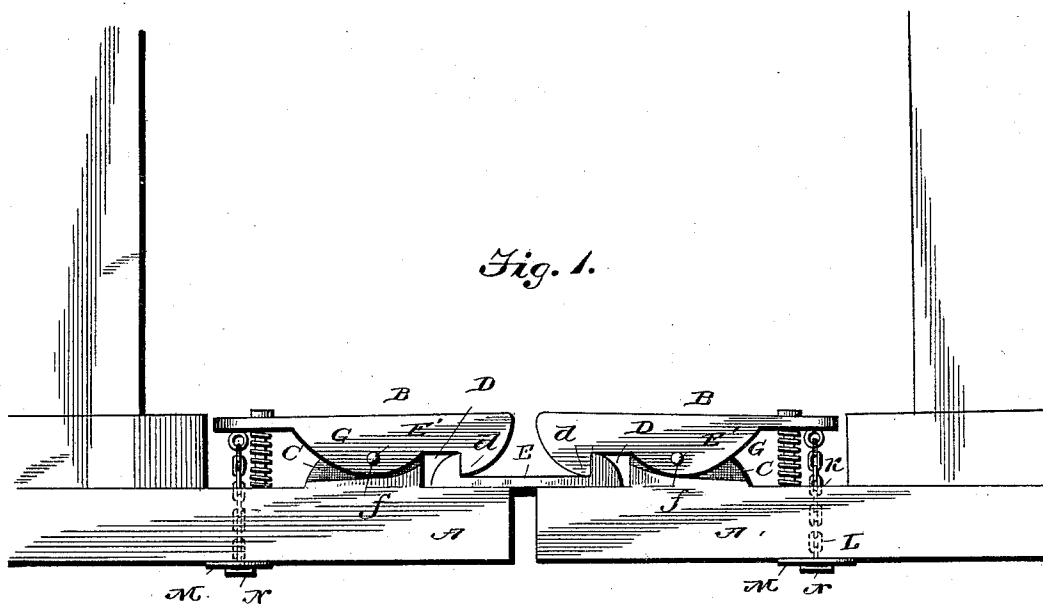


Fig. 2.

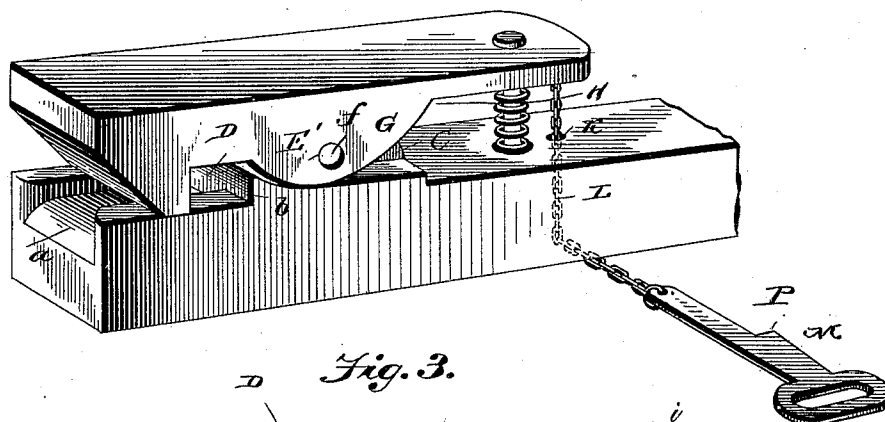
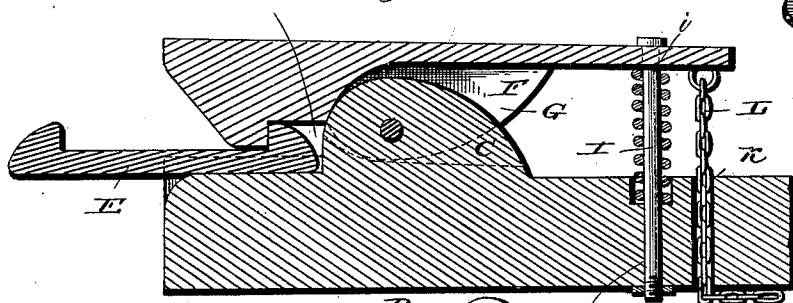


Fig. 3.



Witnesses
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Fig. 4.

Inventor
J. Ceylon Peaslee and
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By their Attorney

UNITED STATES PATENT OFFICE.

J. CEYLON PEASLEE AND FRED W. BEAVAN, OF HUDSON, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 405,430, dated June 18, 1889.

Application filed April 24, 1889. Serial No. 308,426. (No model.)

To all whom it may concern:

Be it known that we, J. CEYLON PEASLEE and FRED W. BEAVAN, citizens of the United States, residing at Hudson, in the county of Columbia and State of New York, have invented certain new and useful Improvements in Car-Couplings; and we 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.

This invention relates to a device for coupling cars, and is designed to effect the coupling automatically.

The novelty will be fully understood from the following description and claims when taken in connection with the annexed drawings, in which—

Figure 1 is a side elevation of a portion of two cars, showing our improved coupling devices applied. Fig. 2 is a perspective view of one of the draw-heads with the improved coupling-jaw attached, showing the means for manipulating the jaw. Fig. 3 is a longitudinal sectional view of Fig. 2, showing a coupling-link in position; and Fig. 4 is a plan view of the key with a portion of a chain attached for manipulating the pivoted jaw of one of the draw-heads.

Referring by letter to the said drawings, A indicates the draw-heads, which may be of any ordinary or approved construction. These draw-heads have their upper forward ends recessed, as shown at *a*, for the reception of the ends of the connecting-link. The draw-heads are furthermore provided on their upper sides and at the inner ends of these recesses *a* with an abutment *b*, and at the rear of the abutment with a fulcrum C.

B indicates a coupling-jaw, there being one on each draw-head. These coupling-jaws are of a form substantially as shown, having their forward ends beveled from within outwardly, and a shoulder *d* formed on their under sides, the shoulders being designed to assume a position above the recesses *a* in the draw-heads and at a distance sufficiently in advance of the abutment to form a receptacle D to receive the shouldered end of the coupling-link E. These jaws B are also recessed about midway of their length on their under side, as shown at F, so as to form parallel de-

pending flanges G, adapted to receive between them the fulcrum portion C of the draw-heads. These flanges G are each provided with a pivot-aperture E', which are adapted to match a similar aperture in the fulcrum portion C in the draw-heads, and are designed to receive a pivot pin or bolt *f*, whereby the said jaws are pivotally connected with the draw-heads. These jaws are designed to have a backward and forward rocking movement on the draw-heads, and are cut away at their rear ends, as shown at H, so as to permit of such a movement.

The draw-heads are provided near their rear ends with a vertical aperture *h*, and the pivoted jaws are provided at a corresponding point with a similar aperture *i*, whereby the said jaw and draw-head may be connected by a bolt I, so that the movements of the said pivoted jaws may be regulated. The draw-heads are furthermore provided in rear of these bolt-holes *h* with a vertical aperture *k*, to receive a chain L, which leads from the rear under side of the pivoted jaws, and carry at their opposite ends a key M.

N indicates a loop-bracket, which is secured to the under side of a car at a suitable point to receive the key M, as shown. This key is provided with a shoulder P, so that when drawn outwardly in the loop-bracket N it may be made to engage therein, and through the medium of its connecting-chain hold the pivoted jaw in an uncoupled position.

The bolts I have a spring surrounding them and bearing at opposite ends against the draw-head and the under sides of the coupling-jaws, respectively, so that when the key has its shouldered portion disengaged from the loop-bracket the jaws will be held in a position ready to effect an automatic coupling.

By the employment of this key and chain it is obvious that the device may be operated and the cars coupled and uncoupled without the necessity of the operator going between them.

Having described our invention, what we claim is—

In a car-coupling, the combination, with the draw-head having its forward end recessed and shouldered and provided with the fulcrum, of the coupling-jaw pivoted to the draw-head and having its forward end beveled and

provided with a shoulder on its under side, the said jaw also having a recess to form depending flanges, which are perforated, the coupling-bolt connecting the jaw to the draw-head, the spring-surrounded rod connecting the rear end of said jaw to the draw-head, the loop-bracket, and the shouldered key passing through said bracket and connected with the rear frame of the pivoted jaw by means of a

chain passing through an aperture in the draw-head, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

J. CEYLON PEASLEE.
FRED W. BEAVAN.

Witnesses:

JAMES J. LANE,
ISAAC VAN BERGEN.