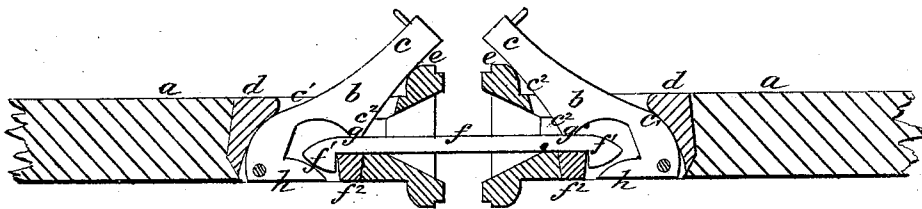


T. ANDRESS.
Car-Couplings.

No. 151,340.

Patented May 26, 1874.

Fig. 1.



TOP VIEW.

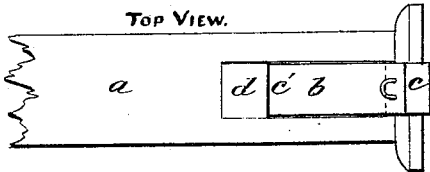
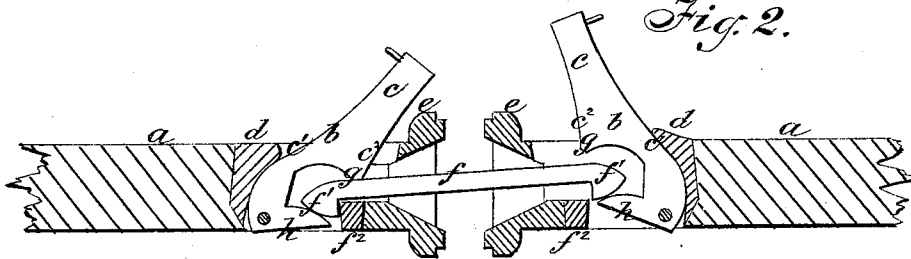
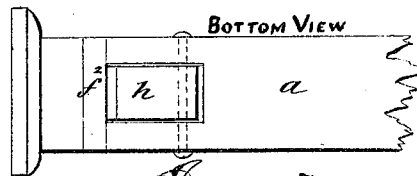


Fig. 2.



BOTTOM VIEW



Attest:

J. R. Rutherford
J. C. Smith

Inventor:

Thomas Andress.
By Johnson & Johnson
his Attorneys.

UNITED STATES PATENT OFFICE.

THOMAS ANDRESS, OF AURORAHVILLE, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **151,340**, dated May 26, 1874; application filed March 16, 1874.

To all whom it may concern:

Be it known that I, THOMAS ANDRESS, of Aurorahville, in the county of Waushara and State of Wisconsin, have invented a new and useful Improvement in Couplings for Railway-Cars, of which the following is a specification:

The improvement herein consists of the combination of the lever, having a curved back and an outwardly-projecting end, with the rubber cushion, the stop for the projecting end, the cross-bar, and the coupling-link, as will be more fully hereinafter shown and described.

In the accompanying drawings, Figure 1 represents a vertical section of the draw-heads and coupling devices of two cars; and Fig. 2, a similar view, showing one of the levers raised to free the coupling-link.

Within an opening in the draw-head *a* is pivoted a lever, *b*, with its stem *c* projecting upward out of said opening, and resting upon the front end of the draw-head in an inclined position, and by which its descent is limited. The opening is cushioned by a rubber spring, *d*, which, pressing upon the curved back *c*¹ of the lever, keeps its inclined end upon the stop *e*. The front side *c*² of this lever is inclined, and stands within the mouth of the draw-head, so that the coupling-hook *f* must strike against it as it enters the draw-head and raise the lever, a projecting point, *g*, on which presses down upon the coupling-hook by the action of the cushion-spring *d*, and forces the hook *f*¹ of the coupling-bar over an iron cross-bar, *f*², in the bottom of the draw-head, and holds it securely and with considerable force in place. The lower end of the lever has a lip, *h*, which lies flush with the bottom of the draw-head, with its end on a line, or thereabout, with the front side *c*² of the lever-stem *c*, which stands in an inclined position to the lip *h*, and the latter, being just beneath the hooked end *f* of the coupling-bar, is in

position to lift the latter when it is desired to uncouple the cars, by pulling up the inclined outer end of the lever by a chain attached to an eye. This, however, can only be done by drawing back the lever *b* against the force of the rubber cushion *d*, which keeps the lever hard upon its stop *e*, and the point *g* upon the coupling-hook.

The stop *e* for the lever is important to prevent the lever from being pressed hard upon the end of the coupling-bar, which might raise the other end and uncouple the cars at any time; but the said stop prevents such danger. The coupling-bar has hooks *f*¹ at each end for catching into the draw-heads, and it must hold fast so long as held by the spring-cushion in a flat position; but in case one of the cars is thrown from the track and turns over, the draw-head will turn upon the coupling-bar and open the lever by bringing the narrow edge of said bar against the lever, and thus leave the hook free from the draw-head, so that it can be pulled out by the overturned car.

I am aware the device of the lever held down by a coil-spring, and having a front recessed end to receive the conical end of the coupling-link, and by which the latter is raised to free itself from the shouldered draw-head by raising the front end of the lever, is not new; and I do not claim such devices or their combination, broadly.

I claim—

The combination of the lever *b*, having the curved back *c*¹ and the outwardly-projecting end *c*, with the rubber cushion *d*, the stop *e*, the cross-bar *f*², and the coupling-link, all as shown and described.

THOMAS ANDRESS.

Witnesses:

J. S. RYAN,
C. B. WILCOX.