

(No Model.)

W. M. JONES.
CAR COUPLING.

No. 510,390.

Patented Dec. 5, 1893.

Fig. 1.

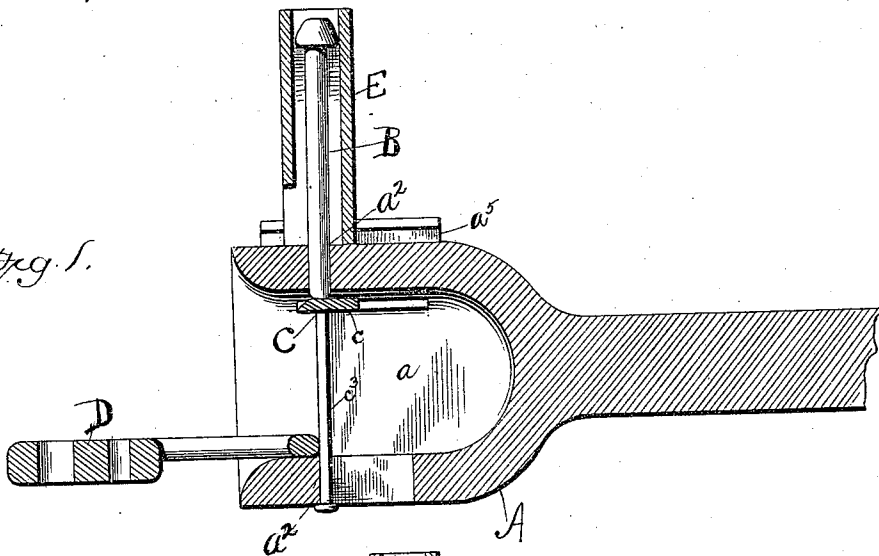


Fig. 2.

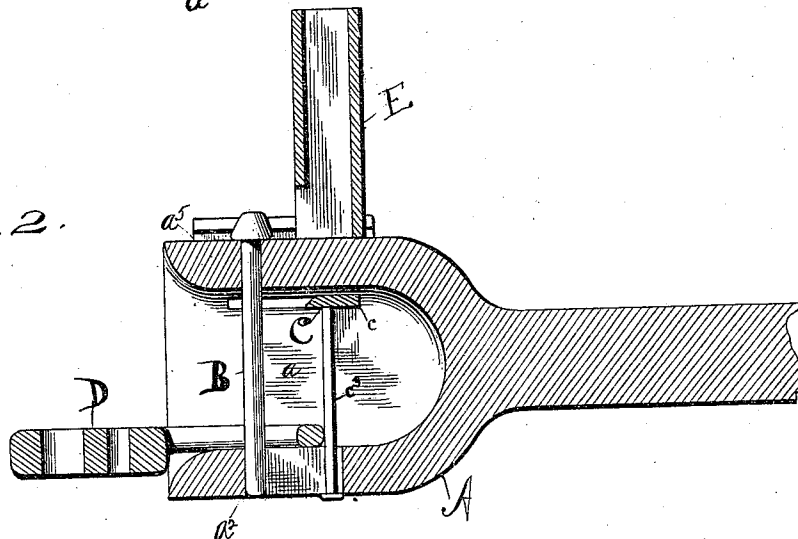
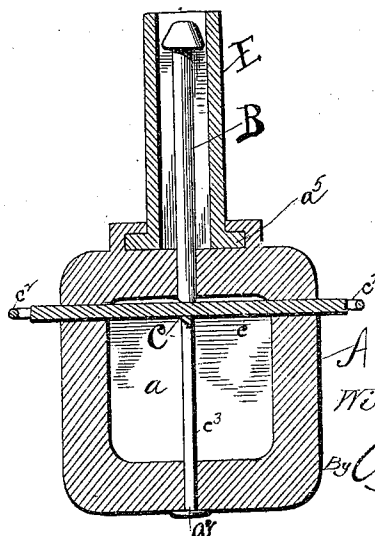


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM M. JONES, OF NEW RICHMOND, ASSIGNOR OF ONE-HALF TO
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 510,390, dated December 5, 1893.

Application filed June 21, 1893. Serial No. 478,362. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM M. JONES, a citizen of the United States, residing at New Richmond, in the county of Summers and State of West Virginia, have invented certain new and useful Improvements in Car-Couplers; 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.

The object of the invention is to produce a car coupler of such construction that a coupling of cars may be made without requiring the presence of an attendant at the time of the coupling; furthermore, the object of the invention is to produce a car coupler which shall be simple and inexpensive in construction, and whereby a coupling pin will be securely retained in position, ready for coupling, and whereby the pin will be accurately guided into its proper place at the time the coupling is made.

With these objects in view, the invention consists essentially of a car coupler composed of a coupler head, provided with suitable openings for the reception of a coupling pin, a sliding frame, forming a support for a coupling pin, arranged in the coupler head, and having a projection extending into the path of a link, to be engaged by a coupling pin, and a sliding box or receptacle for receiving the pin, and arranged on top of the coupler head; furthermore the invention resides in various novel details of construction whereby the objects of the invention are attained.

The invention is illustrated in the accompanying drawings, in which—

Figure 1— is a longitudinal sectional view of a car coupling, constructed in accordance with my invention, the parts being shown in position ready for coupling. Fig. 2— is a view similar to Fig. 1, the parts being shown in the positions assumed when coupled, and Fig. 3— is a transverse sectional view of the coupler.

In the drawings A represents a coupler head, which is provided with a suitable chamber a having a beveled mouth for guiding the

link to place in coupling, for the reception of the coupling pin, the link, and the other working parts of the device. The coupler head is provided with suitable openings a^1, a^2 , for the reception of the coupling pin B.

Arranged mainly within the chamber a is a frame C, which is approximately T-shaped, the upper portion c projecting through the sides of the coupler head, and provided with loops or handles c^2 by which the frame may be moved back and forth. The frame is designed to furnish a support for the coupling-pin when the parts are arranged ready for coupling, and to be moved by the entrance of the link, to allow the coupling-pin to drop and engage the link. To this end the depending portion c^3 of the frame is arranged in the center of the draw head, so as to be struck by the coupling link D as it enters the draw head. The portion c^3 of the frame slides back and forth in a slot or groove in the bottom of the draw head, and by this slot or groove its back and forth movement is limited.

Arranged on the upper face of the draw head is a guide-way a^5 , in which is placed a block or frame E, engaging the guide-way and capable of sliding back and forth therein to a position over the opening a^2 in the draw head, and away from that position. The function of the block or frame E is to receive the upper portion of the coupling-pin and to retain the same in an upright position ready for introduction into the link when the supporting frame is removed from beneath the pin, and to prevent the pin from being separated from the coupler.

The coupling link D, which I employ, is so formed as to insure its entrance into draw heads of varying height, and to this end is provided at one end with a projecting part by which the link may be raised when desired, by placing the raised portion downward in one of the draw heads to be coupled.

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

A car coupler composed of a coupler head, provided with suitable openings for the reception of a coupling-pin, a sliding frame ar-

ranged within the coupler head, forming a support for a coupling pin, and having a projection extending into the path of a link to be engaged by a coupling pin, and a sliding
5 box mounted in suitable ways on the top of the coupler head and designed to be moved over the opening for the reception of the coupling pin, and away from the opening, to

guide the pin into the opening or to permit its removal, substantially as described. 10

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

WILLIAM M. JONES.

Witnesses:

J. J. SWOPE,

H. D. PERKINS.