

(No Model.)

D. G. TURNER.
CAR COUPLING.

No. 480,481.

Patented Aug. 9, 1892.

Fig. 1.

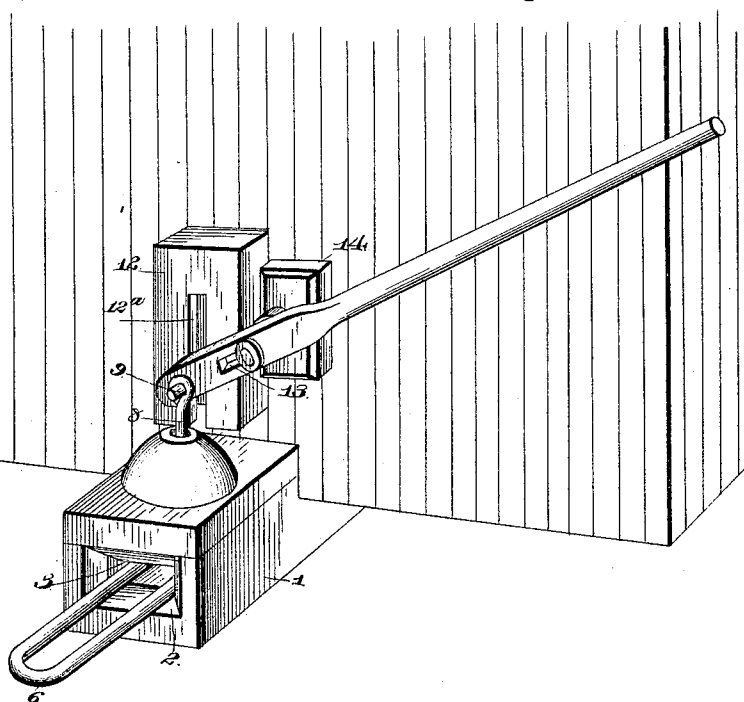
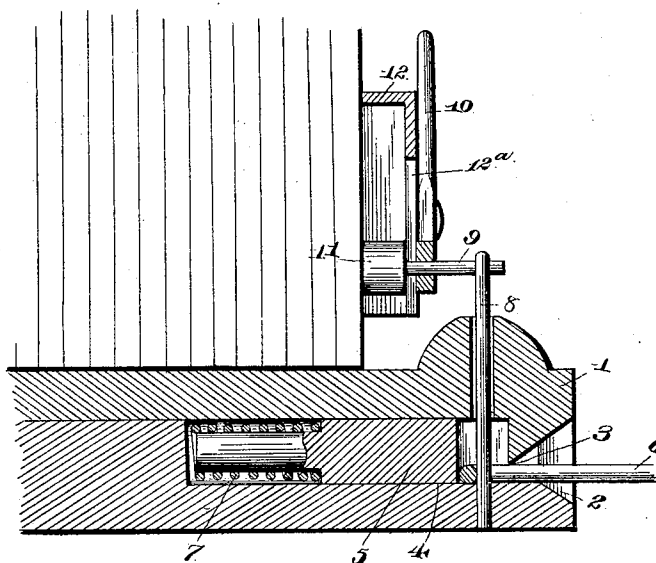


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

DAVID G. TURNER, OF UNDERWOOD, NEBRASKA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 480,481, dated August 9, 1892.

Application filed April 23, 1892. Serial No. 430,363. (No model.)

To all whom it may concern:

Be it known that I, DAVID G. TURNER, a citizen of the United States, residing at Underwood, in the county of Hall and State of Nebraska, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to simplify and improve the construction of pin-and-link car-couplings and to provide one which will couple automatically and which may be uncoupled without necessitating a train-hand going between the cars.

15 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

20 In the drawings, Figure 1 is a perspective view of a car-coupling embodying the invention. Fig. 2 is a central vertical longitudinal sectional view.

25 Like numerals of reference indicate corresponding parts in both figures of the drawings.

1 designates a draw-head having a flaring mouth 2 and provided with a narrow horizontal link-opening 3 and having a longitudinal opening 4, in which is arranged a spring-actuated pin-support 5, adapted to hold a pin elevated and to be moved rearward from beneath the pin by a link 6 to permit the pin to fall and engage the link. The pin-support 35 5 consists of a rectangular block arranged to slide on the bottom of the draw-head and held forward by a spring 7 and adapted to bear against the adjacent end of a link to hold the latter in a horizontal position for coupling, thereby obviating the necessity of a train-hand going between cars to hold a link in proper position for coupling. When it is desired to couple cars having draw-heads of different heights, bent links may be employed, 45 as will be readily understood. The coupling-pin 8 is provided at its upper end with an eye, in which is arranged a horizontal pin 9, projecting from opposite sides of an uncoupling-lever 10. The inner portion of the pin 9 forms a spindle for a weighted roller 11, which 50 is arranged in a casing 12, which is provided

with a slot 12^a to permit the pin 9 to work in a vertical direction. The casing 12 is rectangular in cross-section and the weighted roller moves freely therein, and when the pin-support is moved rearward from beneath the coupling-pin the weighted roller causes the latter to fall and engage the link. The uncoupling-lever is provided intermediate its ends with a slot 13, and it is fulcrumed intermediate its ends on a bracket or block 14. The casing 12 is arranged on an end of a car, and the uncoupling-lever has its outer end formed into a handle, which is arranged at one side of the car. Means for uncoupling 65 may be provided at the other side of the car and at the top thereof.

From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will 70 be readily understood.

What I claim is—

1. In a car-coupling, the combination of a draw-head, a spring-actuated pin-support arranged therein, a coupling-pin adapted to be 75 held elevated by the pin-support, a casing designed to be mounted upon a car and arranged above the draw-head, and an uncoupling-lever connected with the coupling-pin and provided with a weighted roller arranged within the 80 casing, substantially as and for the purpose described.

2. In a car-coupling, the combination of a draw-head, a pin-support arranged within the same, a coupling-pin, a casing arranged above 85 the draw-head and provided with a longitudinal slot, an uncoupling-lever provided at its inner end with a pin extending from opposite sides thereof and having its outer portion connected with the coupling-pin and having its 90 inner portion forming a spindle and arranged within the slot, and a weighted roller journaled on the spindle and arranged within the casing, substantially as described.

In testimony that I claim the foregoing as 95 my own I have hereto affixed my signature in the presence of two witnesses.

DAVID G. TURNER.

Witnesses:

JOHN SCHWYN,
J. M. FITCH.