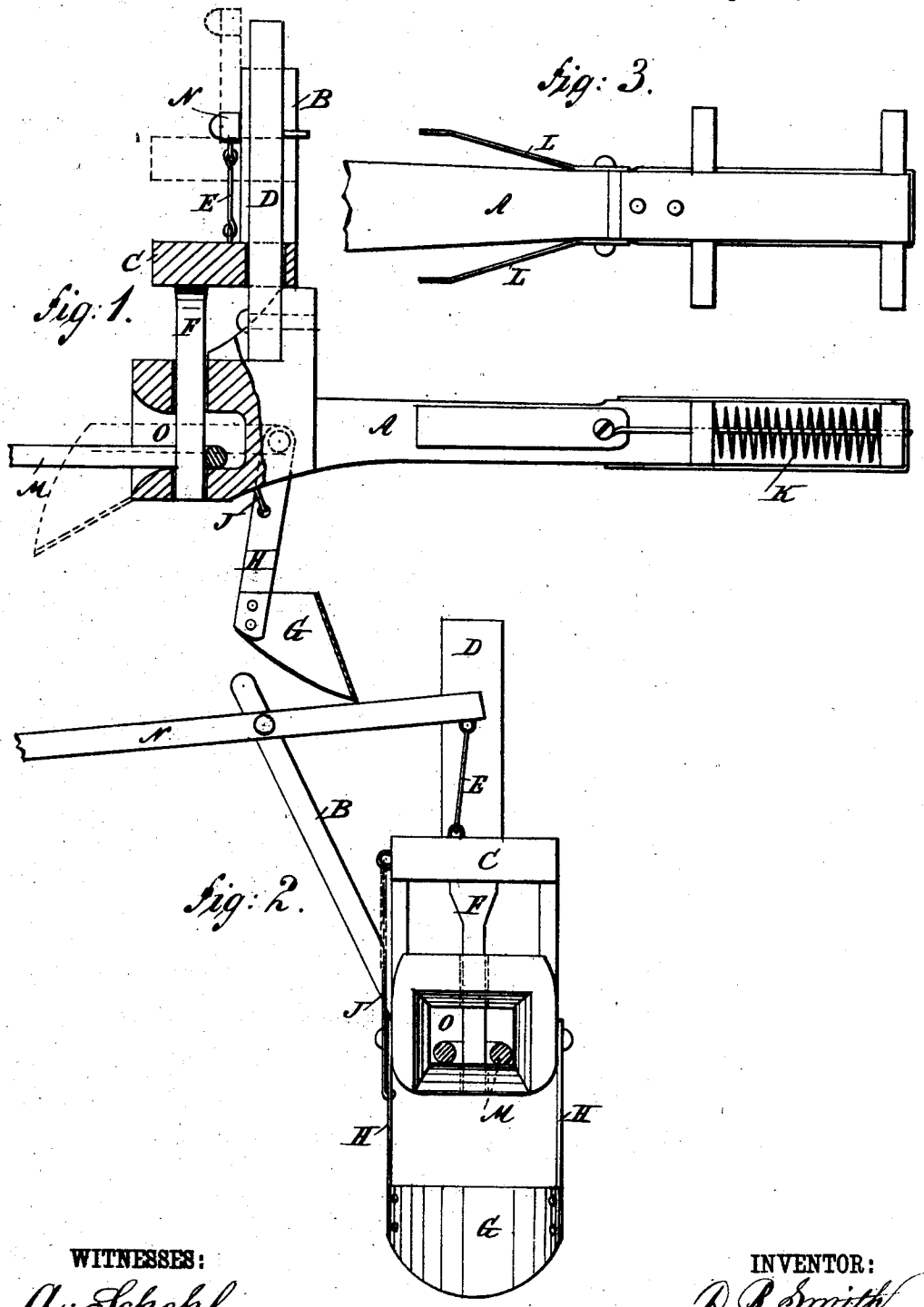
(Model.)

D. B. SMITH.

CAR COUPLING.

No. 244,827. Patented July 26, 1881.



WITNESSES:

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UNITED STATES PATENT OFFICE.

DANIEL B. SMITH, OF TOPEKA, KANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 244,827, dated July 26, 1881.

Application filed April 13, 1881. (Model.)

To all whom it may concern:

Be it known that I, DANIEL B. SMITH, of Topeka, in the county of Shawnee and State of Kansas, have invented a new and Improved Car-Coupling, of which the following is a specification.

My invention consists in a coupling formed of a draw-bar provided with an arm, on which a lever is pivoted having a block sliding on an upright of the draw-bar suspended from its inner end, the coupling-pin being attached to this sliding block, which is connected by a chain with a beveled link-guide pivoted to the draw-bar, so that this link-guide will be raised to the outer end of the draw-bar when the coupling-pin is raised, thus guiding the link into the aperture of the draw-bar.

In the accompanying drawings, Figure 1 is a longitudinal elevation of my improved car-coupling, showing parts in section. Fig. 2 is an end elevation of the same. Fig. 3 is a plan view of the inner end of the draw-bar.

Similar letters of reference indicate corresponding parts.

The draw-bar A is provided with an arm, B, to which a lever, N, is pivoted, having a block, C, sliding on an upright, D, of the draw-bar, suspended from its inner end by a rod, E, or a chain.

The coupling-pin F is attached to the under side of this sliding block C, as shown in Fig. 1. A rounded and beveled plate, G, is attached to the arms H H, pivoted to the sides of the draw-bar A in such a manner that when the arms are raised the beveled plate G will be directly in front of the outer end of the draw-bar, the inner upper edge of the plate G being in contact with the lower edge of the aperture O in the front end of the draw-bar. One or both of the arms H H are connected with the sliding block C by chains J or a rod.

The draw-bar is provided at the inner end with a buffer-spring, K, and with two side springs, L, to bring the draw-bar in the center of its working-space while coupling.

The operation is as follows: If the cars are to be coupled the outer end of the lever N is depressed, whereby the slide C and the pin F are raised, and the guide-plate G is raised up to the end of the draw-bar A, as shown in dotted lines in Fig. 1. The end of the link of the opposite car slides up this guide-plate G into the aperture O in the end of draw-head. The lever N is then released, upon which the pin F drops downward into its aperture in the draw-head and through the link, thus coupling the cars. The guide-plate G hangs downward, as shown.

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

The combination, with the draw-bar A, of the lever N, rod E, slide C, carrying pin F, and the guide-plate G, all constructed and arranged substantially as shown and described.

DANIEL BURBRIDGE SMITH.

Witnesses:
JOS. REED, Jr.,
J. R. SMITH.