

(No Model.)

A. F. SCHNEIDER.
CAR COUPLING.

No. 568,799.

Patented Oct. 6, 1896.

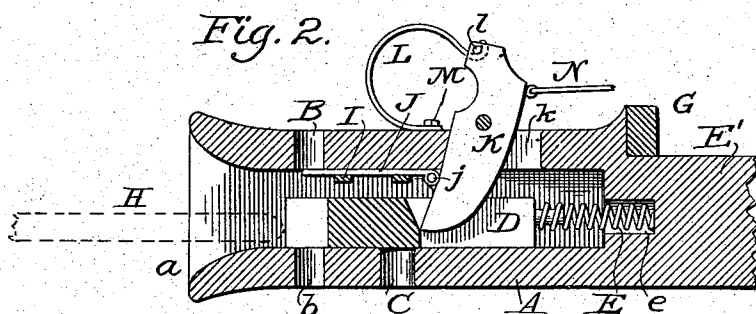
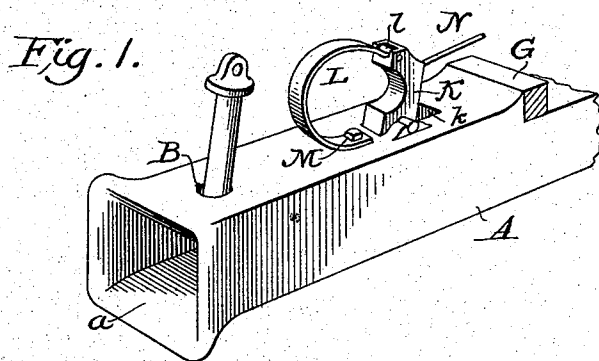


Fig. 3.

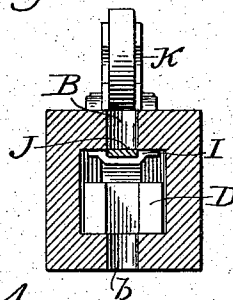
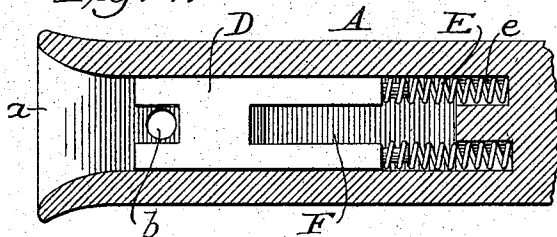


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

ADOLPH F. SCHNEIDER, OF CASTELL, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 568,799, dated October 6, 1896.

Application filed June 6, 1896. Serial No. 594,539. (No model.)

To all whom it may concern:

Be it known that I, ADOLPH F. SCHNEIDER, a citizen of the United States, residing at Castell, in the county of Llano and State of Texas, have invented certain new and useful Improvements in Car-Couplings; 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 certain new and useful improvements in car-couplings; and it has for its objects, among others, to provide a simple and cheap coupling composed of few parts, those readily assembled and positive and reliable in their action. I provide a solid block at the back part of the draw-head, which when coupling the cars will come far enough back to hit the solid part in the draw-head and prevent the bent spring from breaking.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—
Figure 1 is a perspective view of the improved car-coupling. Fig. 2 is a substantially central vertical section through the same. Fig. 3 is a cross-section, and Fig. 4 is a longitudinal horizontal section.

Like letters of reference indicate like parts in the several views.

Referring now to the details of the drawings by letter, A designates the draw-head; *a*, the mouth thereof, which is flared in the usual manner. The draw-head is provided upon its upper face with the opening B and in its lower face with a coincident opening *b*, through which the pin passes. On the lower face there is also an opening C, through which rain or snow or other extraneous matter may find its exit.

D is a block or slide mounted to move in the draw-head, being urged forward by a spring or springs E, one or more, seated in recesses *e* in the solid portion E' at the rear end of the draw-head, and this slide or block is provided with a longitudinal slot F, as shown.

G is a cross-bar secured upon the upper face of the draw-head, and H is the link.

The springs E may be secured to or adapted to bear against the rear end of the slide D in any suitable manner.

Within the draw-head, parallel with the upper inner face thereof, are the cross-bars or guides I, in which is adapted to slide the plate J, pivotally secured at one end, as at *j*, to the depending latch or dog K, which works through the openings *k* in the upper face of the draw-head, and to the upper end of this latch or dog is pivotally secured, as at *l*, the half-circle spring L, which is secured, as at M, to the upper face of the draw-head. The dog or latch K is provided with a lever or arm N, as shown. The lower end of this latch or dog works in the slot F of the block D.

In operation the pin is normally held up by the plate J, which is projected across the opening B in the upper face of the draw-head. When the approaching car comes in contact with the car to be coupled therewith, the link striking the block or slide D forces it inward against the tension of the spring, so as to remove the plate J from beneath the opening, when the pin falls, and the pin is received in the portion O of the slot of the slide at the front end and held against undue movement. The cars may be uncoupled from any desired point by actuation of the latch.

Modifications in detail may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages.

Having thus described the invention, what is claimed as new is—

1. The combination with a draw-head and its slide, of a latch mounted to work in a slot in the slide and carrying a sliding plate, and a curved spring-plate secured to said latch, substantially as specified.

2. The combination with a draw-head and its slide of a latch mounted to work in a slot in the slide and carrying a sliding plate, a curved spring-plate secured to said latch, and a spring acting upon the rear end of the sliding block to force it outward, substantially as specified.

3. The combination with the draw-head, of the block mounted to slide therein, and having a slot, springs acting on said block, a pivoted latch having an arm and a plate pivot-

ally secured thereto and movable in guides within the draw-head, and a spring acting on said latch substantially as specified.

4. The combination with the draw-head, of
5 the block mounted to slide therein and having a slot, springs acting on said block, a pivoted latch having an arm and a plate pivotally secured thereto and movable in guides within the draw-head, and a curved spring-
10 plate secured to the upper end of said latch,

substantially as and for the purposes described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ADOLPH F. SCHNEIDER.

Witnesses:

F. J. JOHNSON,
JOHN F. ISAACS.