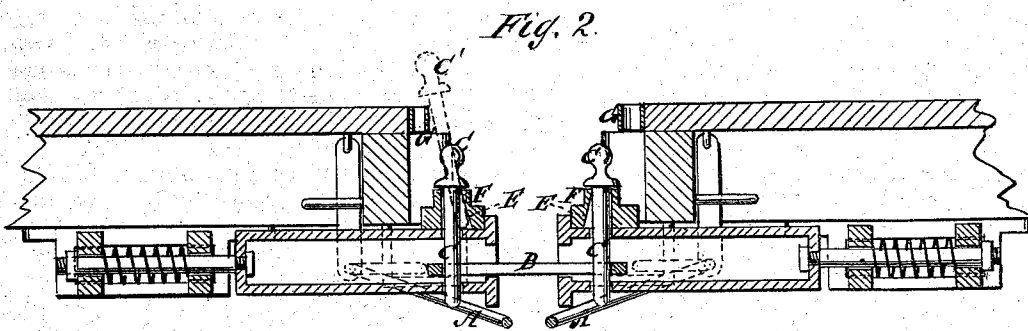
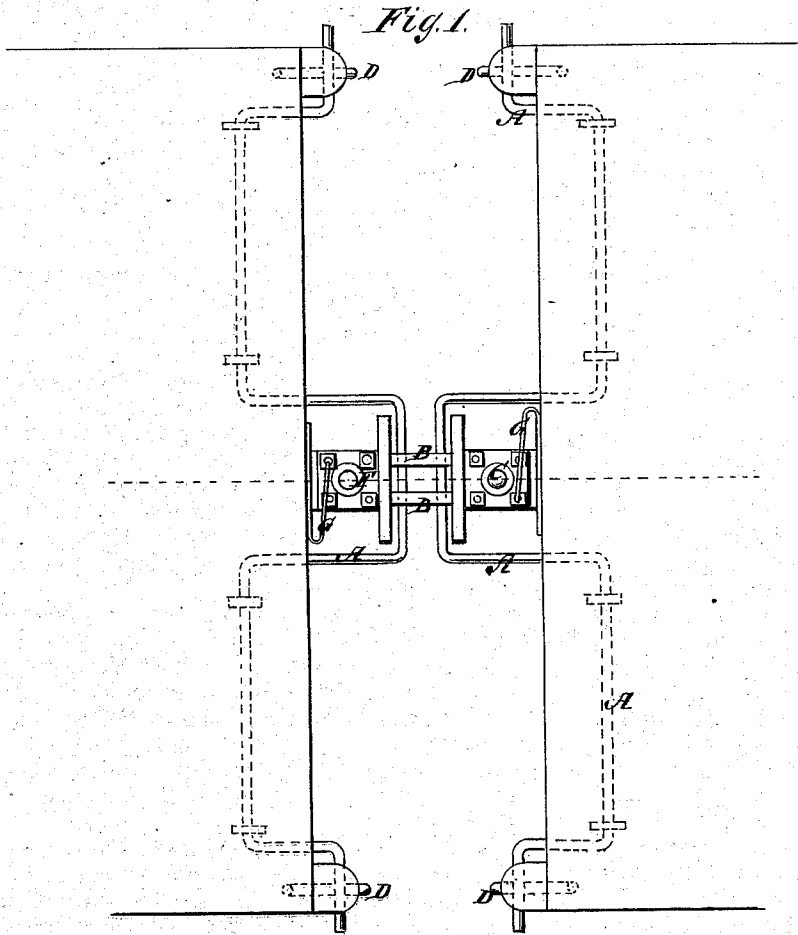


H. DANIELS.
Car-Couplings.

No. 154,849.

Patented Sept. 8, 1874.



Witnesses:

E. Wolff
Brugner

Inventor:

H. Daniels
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UNITED STATES PATENT OFFICE.

HOWARD DANIELS, OF MORLEY, MICHIGAN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 154,849, dated September 8, 1874; application filed January 17, 1874.

To all whom it may concern:

Be it known that I, HOWARD DANIELS, of Morley, in the county of Mecosta and State of Michigan, have invented a new and Improved Car-Coupling, of which the following is a specification:

The invention consists of a rest for the lower end of the coupling-pin in advance of its hole in the draw-head, a little shoulder in front of the hole, and a spring-rest on the front of the car above the draw-head, all arranged so that the pin, being set on the rest for the foot, and leaning against the spring-rest, will be thrown into the hole to fall and secure the coupling-link self-actingly as soon as the buffer or draw-head is pushed back against the spring under the car by contact with the car to be coupled. The object is to provide a simple and efficient arrangement by which the cars can be coupled without going between them, and by which the cars will not couple self-actingly with any car with which they may come in contact on a siding, as some self-acting couplers do.

Figure 1 is a plan view of a couple of cars provided with my improved coupling devices, the cranked rod being shown in dotted lines; and Fig. 2 is a longitudinal sectional elevation of Fig. 1 on the line *x x*.

A represents a cranked rod for holding up the link B, to enter the draw-head of the car to be coupled on, said rod being arranged in suitable bearings under the car, and having a handle or crank projecting from each side of the car for being worked on either side, and also having its cranked portion arranged to swing against the link in front of the draw-head. The handles or cranks at the ends are arranged in keepers D, which allow the cranked part to fall away from between the draw-heads far enough to be free from danger of being caught between them when they come together, but at the same time they prevent the

crank from swinging down lower than necessary. E represents the foot-rest in front of the hole for the coupling-pins C for said pin to rest on. F is the shoulder in front of said foot-rest to carry the pin back when the draw-head is pushed back, and G is the rest on the front side of the car for the pin to lean against to hold the pin ready for coupling, as indicated by the dotted lines C', Fig. 2.

The rest G is in the form of a bent or plate spring, which, while possessing a sufficient degree of rigidity to support the pin properly when in an elevated position, is also designed to throw the lower end of the pin backward from its supporting-shoulder F when the shock of the meeting draw-heads takes place, so as to cause the pin to drop through the coupling-link.

The top of the shoulder F extends as far back as the vertical line of the hole for the pin to throw the pin off its foot-rest as soon as it becomes vertical by the going back of the draw-head.

I am aware that a draw-head for cars has been provided with a shoulder or rest for supporting the coupling-pin in an elevated position, in such a manner that the descent of the pin through the link is automatically effected by the concussion of the cars.

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

In combination with the draw-head provided with the pin-supporting rest E F, the spring-rest G, applied to the front of a car to adapt the draw-head for operation in connection with an ordinary pin, C, and link B, in the manner and for the purpose set forth.

HOWARD DANIELS.

Witnesses:

W. W. CUMMER,
WILLIAM BRAZIER.