

(No Model.)

G. M. DRY.
CAR COUPLING.

No. 511,939.

Patented Jan. 2, 1894.

FIG. 1.

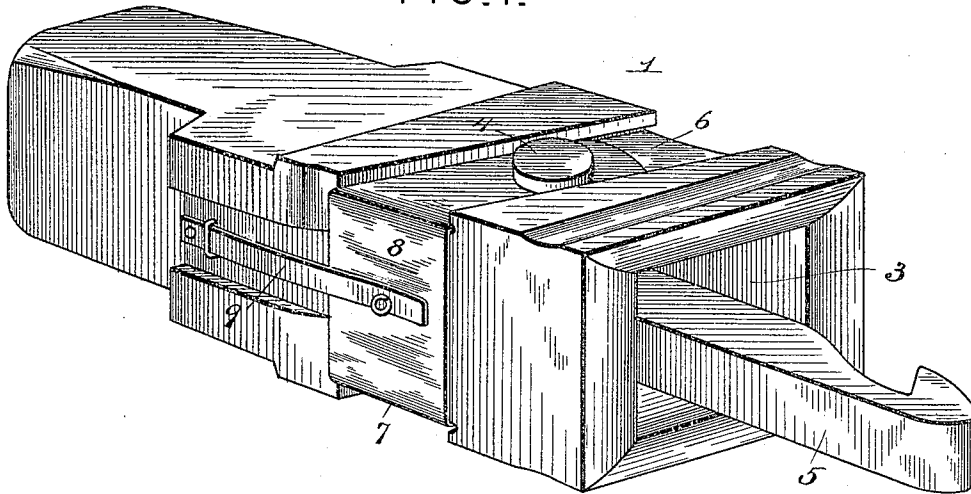


FIG. 2.

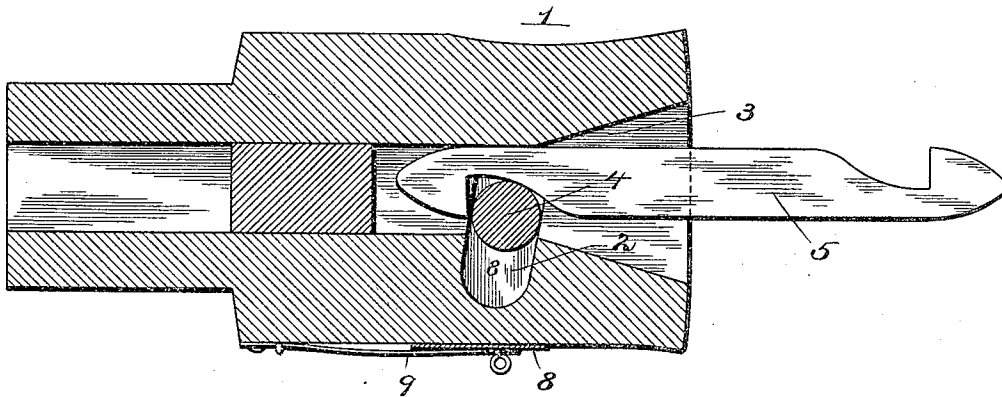


FIG. 3.

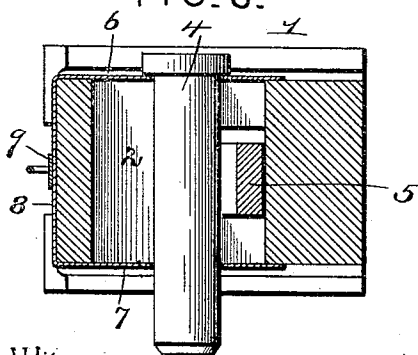


FIG. 4.



Witnesses
Harry L. Amer.
N. H. Riley

By his Attorneys.

Inventor
Green M. Dry.
C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

GREEN M. DRY, OF ALBEMARLE, NORTH CAROLINA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 511,939, dated January 2, 1894.

Application filed September 5, 1893. Serial No. 484,851. (No model.)

To all whom it may concern:

Be it known that I, GREEN M. DRY, a citizen of the United States, residing at Albemarle, in the county of Stanley and State of North Carolina, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

The object of the present invention is to simplify and improve the construction of car couplings, and to provide one which will be automatic in its operation, and which will not necessitate persons going between cars during coupling or uncoupling.

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.

In the drawings—Figure 1 is a perspective view of a car coupling embodying the invention. Fig. 2 is a horizontal sectional view. Fig. 3 is a transverse sectional view. Fig. 4 is a detail view showing an arrow-headed link provided at one end with a coupling pin perforation.

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

1 designates a draw-head provided with a transversely elongated coupling pin opening 2, which communicates with the link cavity 3, and which receives a vertically disposed coupling pin 4 adapted to be engaged by an arrow-headed link 5. The coupling pin is of the ordinary construction, and may be readily removed from the draw-head, and is supported in the ordinary manner by a head at its upper end. The upper and lower faces of the draw-head are provided with transversely disposed recesses 6 and 7, provided at opposite sides with grooved ways and receiving the upper and lower portions of a horizontally disposed and transversely working yoke 8, which is arranged in the recesses 6 and 7, and engages the ways thereof and is provided in its upper and lower portion with coupling pin perforations to receive the coupling pin 4. The yoke and the recesses 6 and 7 are ar-

ranged at a slight angle to a line drawn transversely of the draw-head; the yoke is provided at its outer side with an eye and is engaged thereat by a spring 9; and it is adapted to move the coupling pin transversely of the draw-head to disengage it from the arrow-headed link 5. The link cavity of the draw-head has a flaring mouth, and the link 5 is adapted to enter the draw-head and to push the coupling pin laterally against the action of the spring 9, and thereby couple. Any suitable means may be provided to enable the operation of uncoupling to be performed from the top and sides of a car to avoid going between cars.

In order to enable the coupling to couple with cars having the ordinary pin and link car coupling, a link 10 is provided, and as illustrated in Fig. 4 of the accompanying drawings, it has at one end a coupling pin perforation adapted to receive an ordinary coupling pin.

It will be seen that the car coupling is simple and comparatively inexpensive in construction, that it is capable of automatic coupling, that it may be readily uncoupled without going between cars, and that it may be readily used in connection with the ordinary pin and link car coupling.

Changes in the form, proportion and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

What I claim is—

1. In a car coupling, the combination of a draw-head provided with a transversely enlarged coupling pin perforation, a vertically disposed coupling pin provided at its upper end with a head and adapted to be readily withdrawn and arranged in the coupling pin perforation and adapted to move transversely of the draw-head, and a yoke connected with and adapted to operate the coupling pin, substantially as described.

2. In a car coupling, the combination of a draw-head provided with a transversely elongated coupling pin perforation and having its upper and lower faces transversely recessed, a vertically disposed coupling pin arranged

in the coupling pin perforation, a horizontally disposed yoke having upper and lower portions arranged in the recesses of the draw-head and connected with the coupling pin, and an arrow-headed link, substantially as described.

3. In a car coupling, the combination of a draw-head having a transversely elongated coupling pin perforation and provided at its upper and lower faces with transversely disposed recesses provided with grooved ways at the sides thereof, a horizontally disposed yoke having upper and lower portions arranged in

said recesses and fitting in the grooves thereof and provided with coupling pin perforations, a coupling pin arranged in said perforations, a spring engaging the yoke for forcing the same inward, and an arrow-headed link, substantially as described.

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

GREEN M. DRY.

Witnesses:

WILLIAM T. HUCKABEE,
ARNOLD PARKER.