

(No Model.)

D. GOLDEN.
CAR COUPLING.

No. 583,368.

Patented May 25, 1897.

Fig. 1.

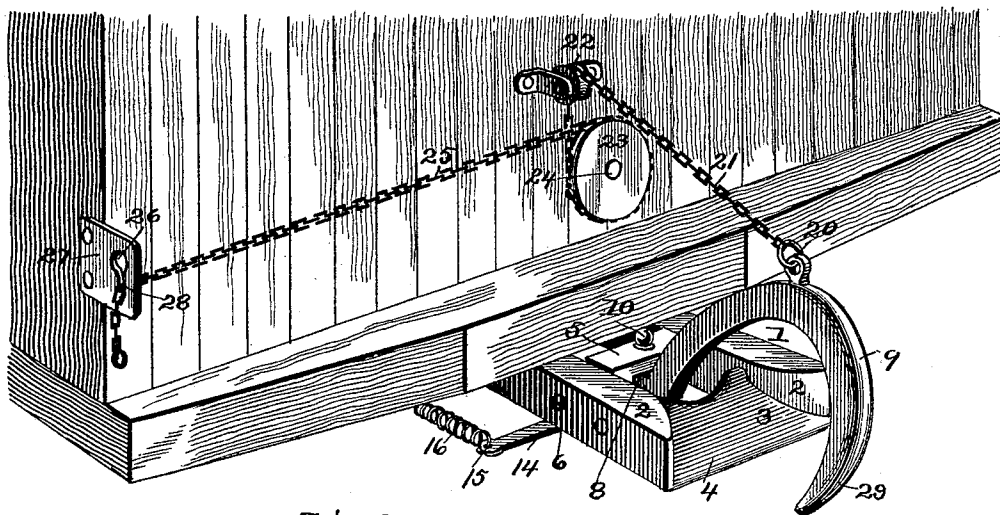


Fig. 2.

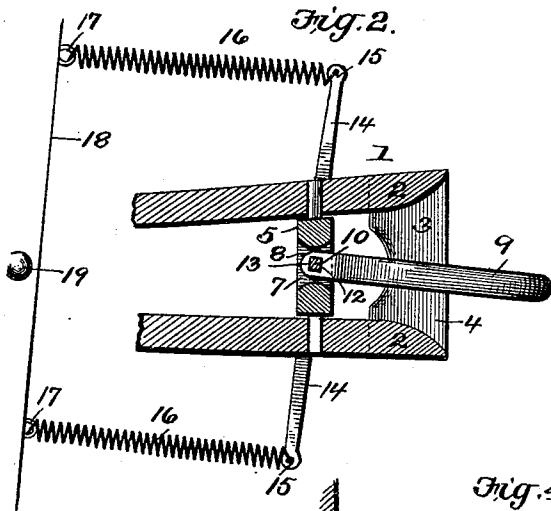


Fig. 3.

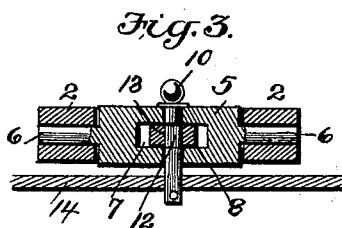
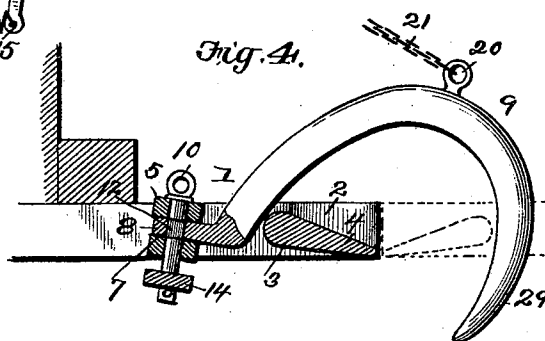


Fig. 4.



WITNESSES :

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UNITED STATES PATENT OFFICE.

DOMINIC GOLDEN, OF WASHINGTON, DISTRICT OF COLUMBIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 583,368, dated May 25, 1897.

Application filed March 10, 1897. Serial No. 626,778. (No model.)

To all whom it may concern:

Be it known that I, DOMINIC GOLDEN, a citizen of the United States, residing at Washington, in the District of Columbia, 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.

My invention has relation to improvements in automatic car-couplings, and more particularly to that class intended to couple the cars while on a curve; and the object is to provide a simple, reliable, effective, and durable device of this class.

To this end the novelty consists in the construction, combination, and arrangement of the same, as will be hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings the same reference-characters indicate the same parts of the invention.

Figure 1 is a perspective view of my improved car-coupling. Fig. 2 is a horizontal section through the draw-head looking down. Fig. 3 is a similar view showing the coupling-hook automatically adjusted laterally to couple on a curve, and Fig. 4 is a longitudinal section through the draw-bar.

1 represents the draw-head, comprising the horizontal parallel jaws 2 2, the forward ends of which are connected by an integral transverse brace 3, having a forwardly-inclined face 4.

5 represents a rectangular frame provided with lateral trunnions 6 6, journaled in the parallel jaws 2 2.

7 represents an orifice extending horizontally through said frame, in which is pivoted the rectangular shank 8 of the coupling-hook 9 on the vertical rod 10, which is provided with a square section 12, where it engages a correspondingly-shaped orifice 13 in the shank, the rod being cylindrical above and below said square section to turn freely in the frame.

14 represents a cross-bar fixed on the lower end of said rod 10, the outer end of which terminates in eyes 15 15, to which are secured the forward ends of the coiled springs 16 16, their rear ends being connected to eyebolts

17 17 on the truck-bolster 18 on each side of the king-bolt 19. By referring to Fig. 3 it will be seen that when the truck strikes a curve the bar 14 will be moved parallel with the bolster and consequently swing the coupling-hook around laterally to engage the draw-head on the opposite car.

20 represents an eyebolt on the upper edge of the coupling-hook, to which is connected the forward end of a chain 21, which extends upward and rearward over a grooved pulley 22, secured to the end of the car, and it then extends downward, its lower end being secured in the outer edge of a grooved disk 23, journaled on a bolt 24, fixed in the end of the car. A second chain 25 has its inner end secured to the grooved rim of the disk, and it extends around and over said disk and laterally outward through a guide-orifice 26 in a guide-bracket 27, fixed on the end of the car near the side, and by drawing said chain 25 outward the hook is raised to uncouple the cars.

The guide-orifice 26 is formed with a depending slot 28, in which an intermediate link of the chain 25 may be engaged, as shown, to hold the coupling-hook in an elevated position.

The operation of the coupling is as follows: When the cars come together, the beveled face 29 of the lower end of the hook 9 comes in contact with the inclined face 4 on the front of the draw-head, the hook riding over and dropping by gravity behind the transverse brace 3, thus securely coupling the cars.

Although I have specifically described the construction and relative arrangement of the several elements of my invention, I do not desire to be confined to the same, as such changes or modifications may be made as clearly fall within the scope of my invention without departing from the spirit thereof.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

1. A car-coupling, comprising the draw-head 1, formed with the horizontal parallel jaws 2 2, connected at their outer ends by the transverse brace 3, having a forwardly-inclined face 4, the rectangular frame 5, provided with the integral trunnions 6 6, jour-

naled between said jaws 2 2, in combination
with the coupling-hook 9, having a rectangular
horizontal shank 8, provided with a vertical
rectangular orifice 13, the vertical rod,
5 10, extending through said frame 5, its rectangular
section 12, engaging the corresponding orifice
in the hook, the grooved disk 23, the chain,
21, extending from said disk over a pulley 22,
to said hook 9, and the chain 25, having its
10 inner end fixed to the periphery of said disk
and extending laterally through a guide-orifice,
26, in the bracket 27, said orifice being formed
with a depending slot 28, substantially as shown
and described.
15 2. A car-coupling comprising the draw-head
the rectangular frame horizontally piv-

oted to said draw-head, a vertical rod extending
through said frame 5, and having a square
portion 12, on which said hook is mounted,
in combination with a cross-bar 14, fixed to
20 the lower end of said rod, and having its opposite
ends terminating in eyes 15 15, and the coiled
springs 16 16, connecting said eyes with the
truck-bolster on either side of the king-bolt,
substantially as shown and described. 25

In testimony whereof I affix my signature
in presence of two witnesses.

DOMINIC GOLDEN.

Witnesses:

CLARENCE G. SOLOMON,
FRANK W. CHAPPEL.