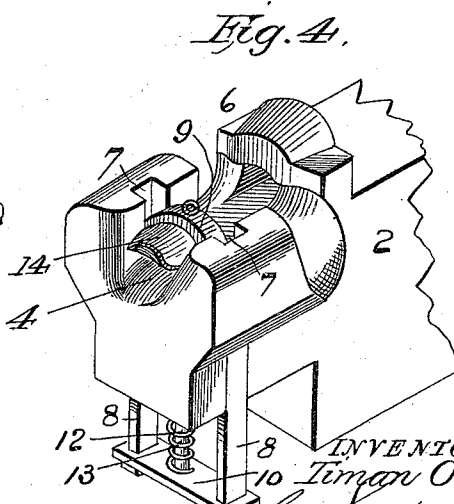
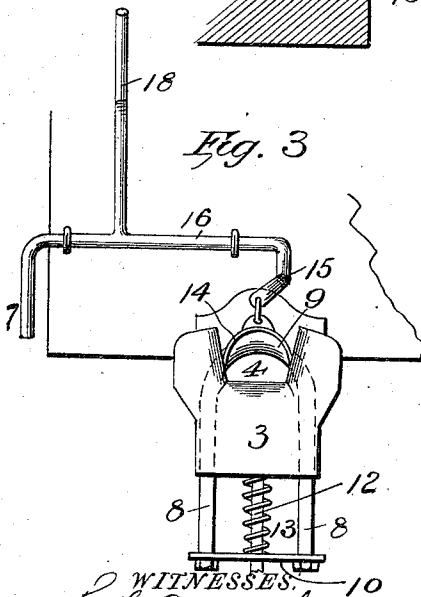
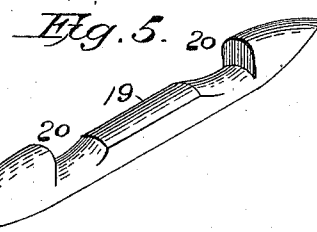
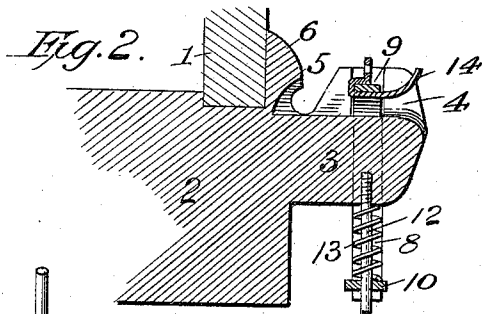
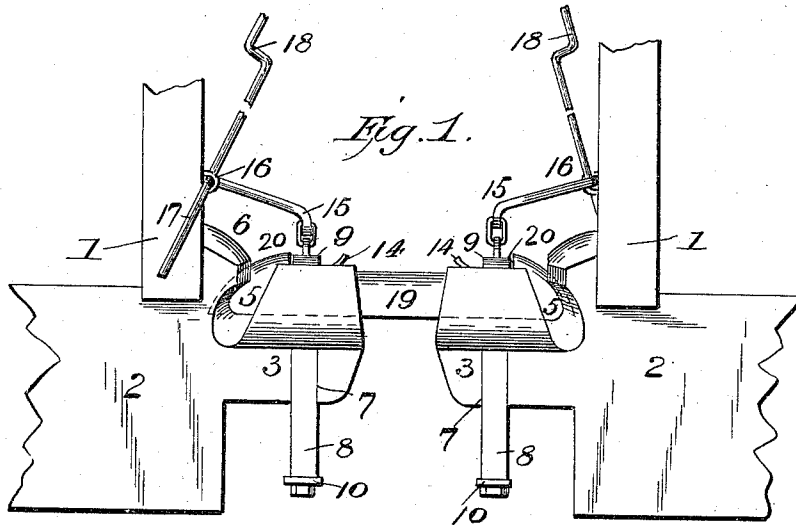


(No Model.)

T. OLESON.
CAR COUPLING.

No. 537,709.

Patented Apr. 16, 1895.



WITNESSES:
H. L. Curand,
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UNITED STATES PATENT OFFICE.

TIMAN OLESON, OF HAWLEY, ASSIGNOR OF ONE-HALF TO JOHN NODO, OF WINNIPEG JUNCTION, MINNESOTA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 537,709, dated April 16, 1895.

Application filed November 9, 1894. Serial No. 528,277. (No model.)

To all whom it may concern:

Be it known that I, TIMAN OLESON, a citizen of the United States, and a resident of Hawley, in the county of Clay and State of Minnesota, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in car couplers, of that class or description known as self-couplers in which the cars are automatically coupled when they come together, thus obviating the necessity of a brakeman or other person going between the cars, as is the case in the ordinary hand-couplers.

The object of the present invention is to provide an improved construction of coupler, in which in case a car is overturned it will be instantly uncoupled, and which will also possess superior advantages with respect to efficiency in use.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a car coupler constructed in accordance with my invention. Fig. 2 is a central longitudinal section of the same. Fig. 3 is a front view of a portion of a car showing my invention applied thereto. Fig. 4 is a perspective view of one of the coupling heads. Fig. 5 is a perspective view of the link.

In the said drawings, the reference-numeral 1 designates a portion of an ordinary freight car, and 2 the draw-bar thereof, provided with a coupler head 3, formed at its front end with a horizontal groove 4, in rear of which is a transverse groove 5. In rear of this groove 5, is a lug 6 formed integral with the drawhead. At the front end the coupler head is formed with two vertical holes or slots 7 in which work the vertical arms 8 of an inverted V-shaped bar or yoke 9, which arms are connected together at their lower ends by a cross-bar 10. This bar 10 is provided with a central aperture through which loosely passes a guide-rod 12 secured to the coupler-head, and provided with a coiled spring 13. Secured to the upper end of said yoke is a curved upwardly

bent plate 14 against which the end of the coupling link strikes when two cars come together. Also secured to said yoke is a crank 15 of a transverse rod 16 pivoted to the front of the car and provided with operating handles 17 and 18 by which said rod may be rotated from the side or top of the car as may be desired.

The numeral 19 designates the coupling link consisting of a metal bar beveled on its upper side at each end, and recessed to form shoulders 20.

The operation will be readily understood. As one car approaches another the beveled end of the coupling-link will strike the curved plate 14, raising the yoke 9. When the shoulder 20 of the link passes said plate, the yoke will fall down and engage with said shoulder, thereby securely holding the link in place. In case a car should overturn, the shank of the link just behind the shoulder 20 will be turned, which will lift the yoke, and cause the link to be disengaged therefrom.

This coupling can be economically manufactured and be applied to cars already in use, and it can be used with cars of different heights. There is also no liability of stones or gravel effecting a lodgment in the coupler so as to impair its efficiency.

The spring 13, which aids in forcing the yoke down, may be dispensed with if desired, the yoke then falling by gravity.

Having thus fully described my invention, what I claim is—

In a car coupling, the combination with the draw bar, formed with a draw head having horizontal and transverse intersecting slots, a lug projecting over said transverse slot, and vertical side slots, of the yoke, the arms of which work in said side slots, the bar connecting the ends of said yoke, the guide pin passing through an aperture in said bar, the coiled spring encircling said pin, and the beveled link having shoulders near each end, substantially as described.

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

TIMAN OLESON.

Witnesses:

HENRY JOHNSON,
WALTER SHAVE.