

A.W. Sullenberger
Imp^d Car Coupling

PATENTED

MAR 10 1868

75489

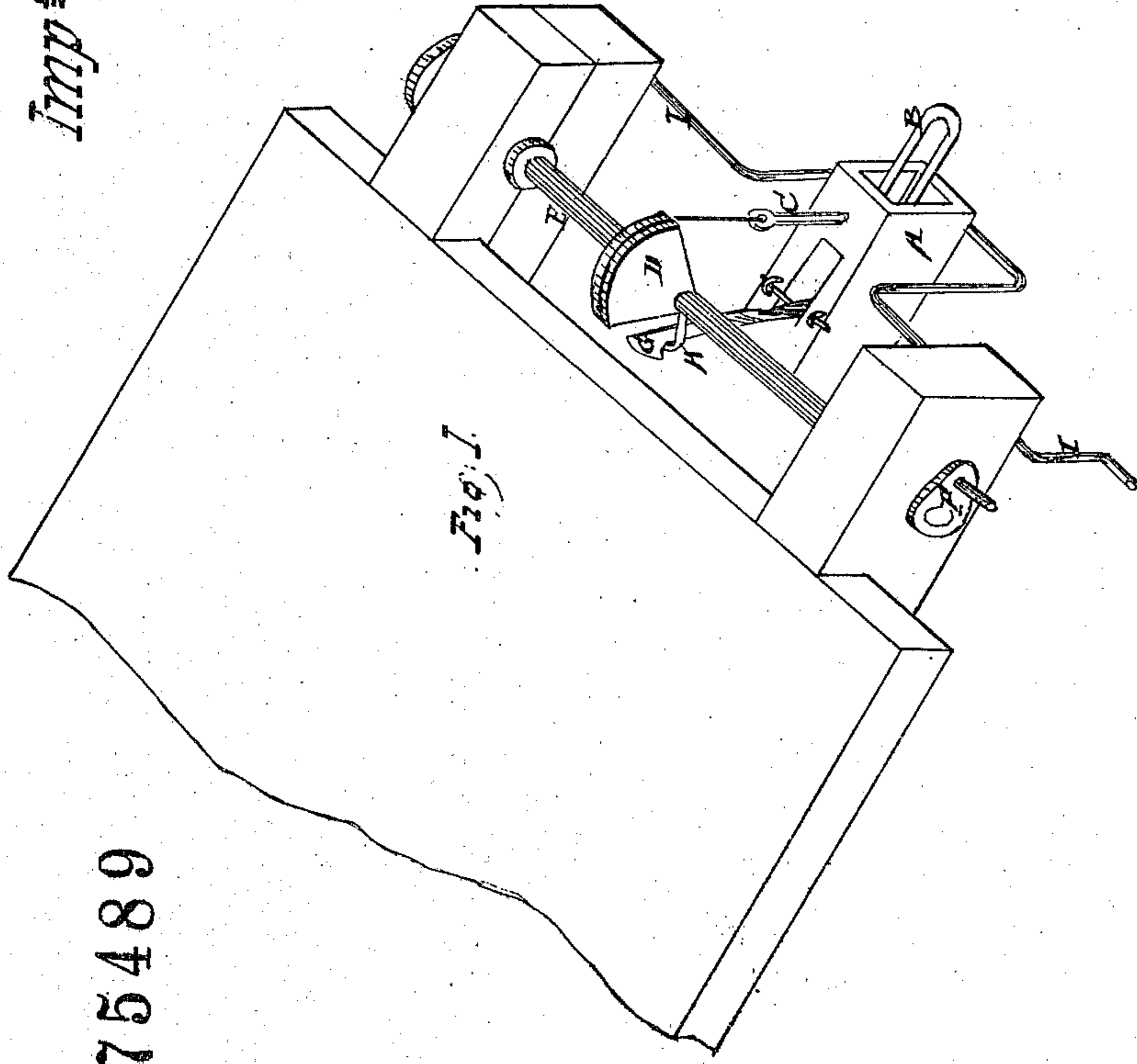


Fig. I.

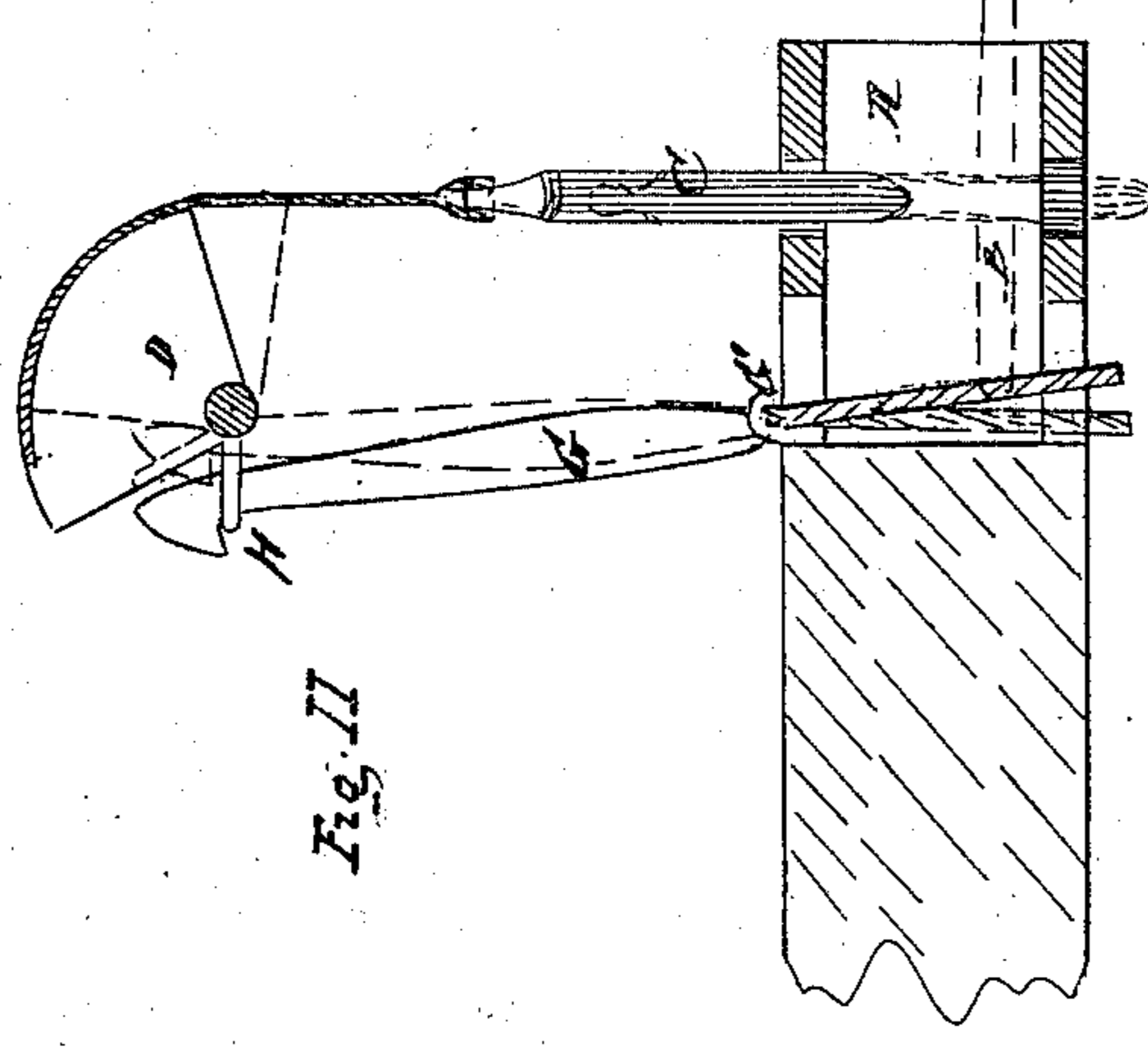


Fig. II

Witnesses
Chas. F. Clausen.

A. W. Sullenberger
 Inventor,
 by
C. F. Hollway, Esq.
 his atty.

United States Patent Office.

ASHER W. SULLENBERGER, OF LAUREL, INDIANA.

Letters Patent No. 75,489, dated March 10, 1868.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, ASHER W. SULLENBERGER, of Laurel, in the county of Franklin, and State of Indiana, have invented a new and useful Improvement in Automatic Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a perspective view, and

Figure 2 a vertical longitudinal section.

The same letters are employed in both figures to indicate the same parts.

My invention consists in a novel arrangement of parts for supporting the coupling-pin of a railroad-car, until, by the entrance of the coupling-link into the draw-head, it acts upon a trigger, by which the pin is released and permitted to fall through the link, and also in the use of a crank for directing the link into the draw-head, instead of doing so by hand.

The following description will enable those skilled in the art to construct and operate my improvement.

A is the draw-head as most commonly seen on railroad-cars. B is the coupling-link, and C the coupling-pin, which is inserted in the usual manner, through the draw-head holding the link when in place. This pin is suspended, by a chain or cord, from the segment D, which is constructed with a groove in the periphery, and is attached to the shaft E. This shaft has its bearings in the buffers of the car, and is turned by a crank, F, to raise the link. A trigger, G, is pivoted at G' to the draw-head, and extends downwards into the chamber of the draw-head, immediately behind the coupling-pin. At the top of the trigger is a notched head, over which, as the crank is turned, and with it the segment D, a yoke is passed, which, engaging the notch, holds the pin suspended, until the link, entering the draw-head, strikes the lower end of the trigger, and, by throwing the head in the opposite direction, disengages the yoke H, and permits the pin to fall by its own gravity. In order to avoid exposure to danger, by holding the link in the hand to direct it, the crank I is attached to the buffers. By means of the winch on the ends, the link may be raised, as the cars approach, upon the crank, and directed into the draw-head.

What I claim as my invention, and desire to secure by Letters Patent, is—

In combination with the shaft E, segment D, and pin C, suspended therefrom, I claim the yoke H and trigger G, for holding the pin suspended in a vertical position and dropping it automatically, on the entrance of the link into the draw-head, substantially as described.

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

Witnesses:

W. L. DAY,

J. S. MILLER.

ASHER W. SULLENBERGER.