R. GREEN.

RAILWAY CAR COUPLING.

No. 99,562. Patented Feb. 8, 1870.

Fig: 1.

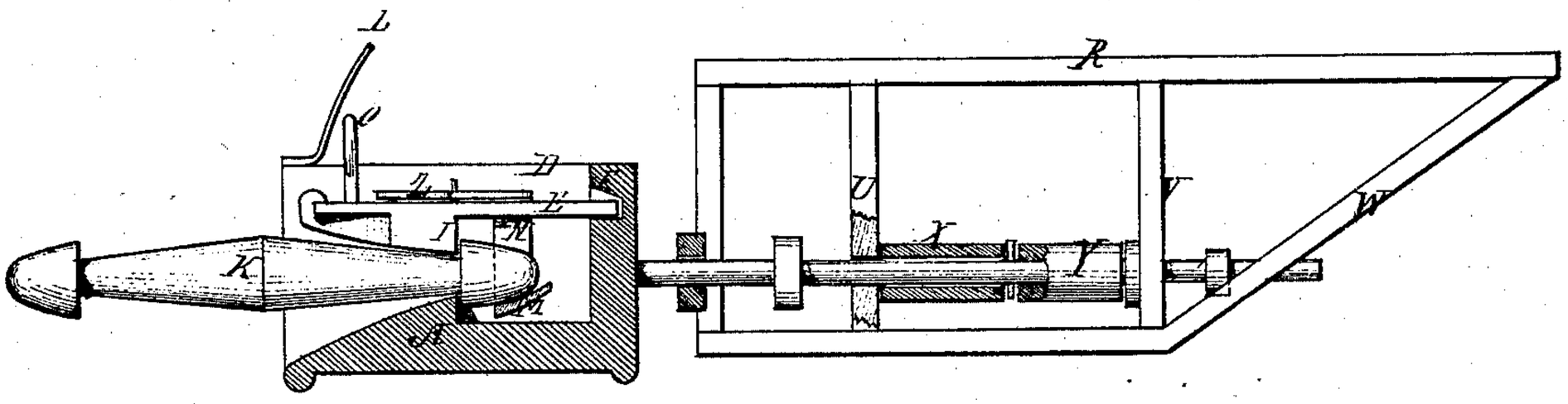


Fig: 2.

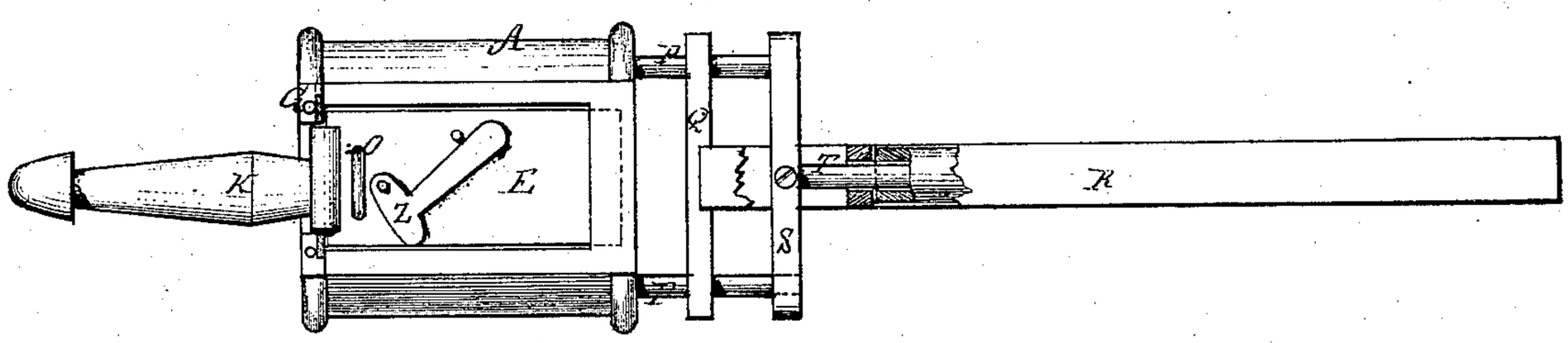
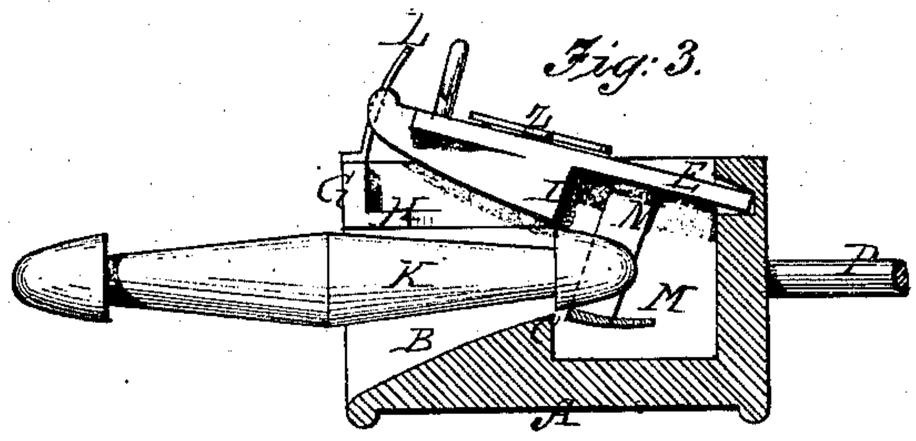


Fig: 3.



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ROBERT GREEN, OF BOONTON, NEW JERSEY.

Letters Patent No. 99,562, *dated February* 8, 1870.

IMPROVED RAILWAY-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, ROBERT GREEN, of Boonton, in the county of Morris, and State of New Jersey, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to improvements in self-coupling car-couplings, and consists in the improvements hereinafter specified.

Figure 1 is a longitudinal section of my improved car-coupling;

Figure 2 is a plan view, partly sectioned; and

Figure 3 is a longitudinal section, showing the manner of uncoupling.

Similar letters of reference indicate corresponding parts.

A is the hollow draw or buffer-head, made of cast-iron, and provided with a funnel-shaped mouth, B, leading to a shoulder, C, behind which the space is enlarged.

Through the top of this draw-head is a longitudinal opening, D, in which a catch-plate, E, is fitted to rise and fall, the rear end engaging in a slot or notch, F, in the wall of the draw-head, to hold it while the front end rises and falls. The front end shuts down behind projections G, on shelves H.

This plate is provided with a ledge, I, which corresponds vertically with the shoulders C, when the plate is down, and serves, in conjunction with the said shoulder, to hold the shackle-pin K. From the ledge I, toward the mouth, the lower face of a catch-plate curves upward, to correspond with the bell-shaped mouth of the drum-head, to provide a larger space for the reception of the end of the shackle, when the cars are to be coupled, and so that when the shackle is forced in, the end will raise the catch-plate self-actingly, and be forced beyond the shoulders C and I, after which the catch-plate will fall down, and engage behind the shoulder of the head of the shackle.

L represents guides rising up from the end of the draw-head, to guide the catch-plate when raised up.

M is a plate suspended by hanger-bars N, in the enlarged space behind the shoulders, from the under surface of the catch-plate. This plate receives the end of the shackle, as represented in fig. 2, and drops down with the head when the catch-plate goes down to the position represented in fig. 1; but when the catch-plate is raised, by drawing up the eye-bolt *o*, or a chain connected thereto, the said plate M will raise the shackle above the shoulder C. At the same time the shoulder I of the catch-plate will be raised away from the shoulder of the shackle-head, which will be thereby uncoupled. This may be done at any time, whether the train be running or not.

Z is a locking-catch, to hold the catch-plate down.

The draw-head A is provided with two strong rods, P, which pass through a bar, Q, supported under the platform, and transversely of the car, by a strong frame, R.

These bars P connect with another bar, S, or cross-head, having a piston-rod, T, running rearward through guides U V W, and having springs X Y attached to it, between the bars U V, so arranged that when drawing, the spring X receives the force, and when pushing backward, the spring Y takes it. Metal springs may be used, if preferred.

Having thus described my invention,

I claim as new, and desire to secure by Letters Patent—

The catch-plate E, arranged to turn in a slot, F, on the draw-head, to shut behind projections G, on shelves H, to move between guides L, and to be fastened by locking-catch Z, all as shown and described.

The above specification of my invention signed by me, this 25th day of September, 1869.

ROBT. GREEN.

Witnesses:

GEO. W. MABEE,

WM. A. MORGAN.