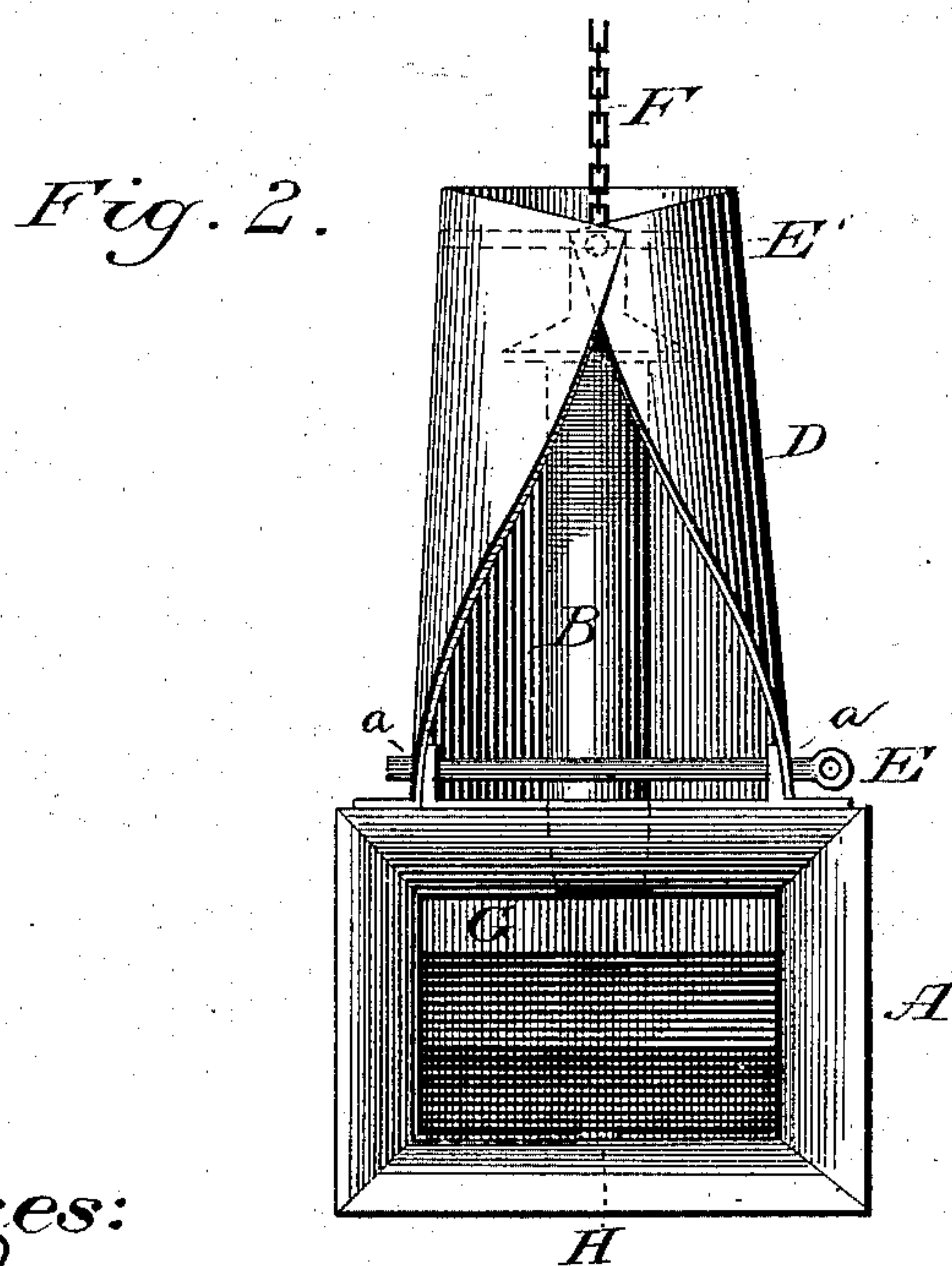
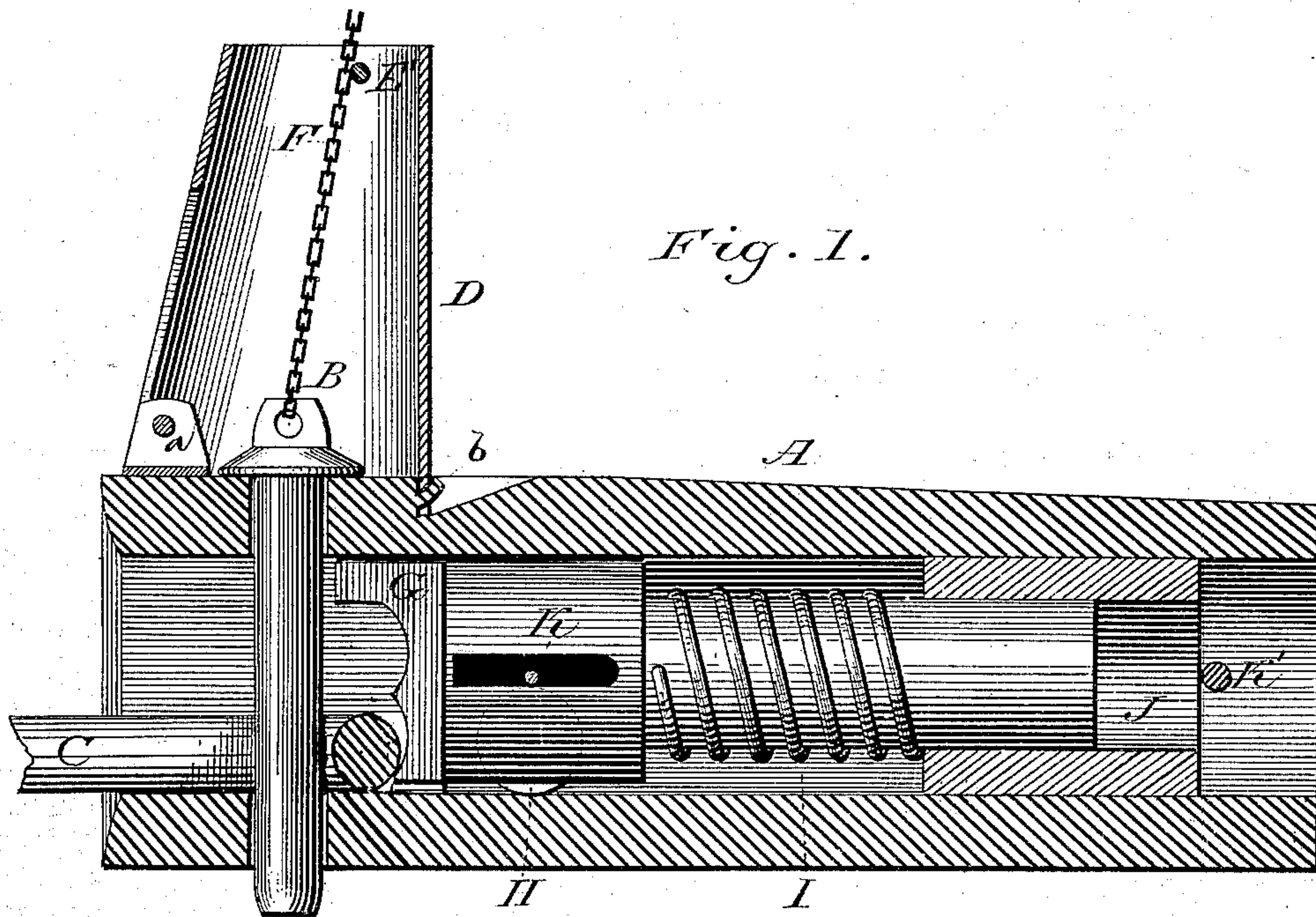


(No Model.)

J. G. TRENEAR.
CAR COUPLING.

No. 271,951.

Patented Feb. 6, 1883.



Witnesses:
J. A. Potts
C. S. Stewart

Inventor:
John G. Trenear,
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Atty.

UNITED STATES PATENT OFFICE.

JOHN G. TRENEAR, OF HUNTINGTON, WEST VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 271,951, dated February 6, 1883.

Application filed January 30, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN GILL TRENEAR, a citizen of the United States, residing at Huntington, in the county of Cabell and State of West Virginia, have invented an Improvement in Car-Coupling, of which the following is a specification.

This invention relates to certain new and useful improvements in car-couplers, and it has for its object to provide a means whereby the coupling-pin will be held in a vertical position when the cars are uncoupled, and which will guide the pins in the vertical opening in the draw-head when the cars come together; and it consists in the construction and combination of the several parts, as will be hereinafter more fully set forth, and pointed out in the claim.

In the annexed drawings, which illustrate my invention, Figure 1 is a vertical longitudinal section of the draw-heads, to which is attached my improved pin-guide; and Fig. 2 is a front view of the same.

A represents the draw-head, which is provided with longitudinal openings, in which is placed a carriage, K, which is provided with a forwardly-projecting pin-support, G. In the rear of this recess is placed a ring, J, against which the spring which is placed on the ends of the carriage abuts. This carriage is provided with a suitable roller, H, as shown. By means of this carriage, when the pin is raised the upper opening in the draw-head is partly closed, and the end of the coupling-pin B will rest upon the support G.

The draw-head A is provided at its upper sides, in front of the vertical opening through which the pin passes, with angular brackets *a a*, and rear of the opening for the coupling-pin with a projecting tongue, *b*, as shown in Fig. 1, by means of which the tube D, which may consist of a plate of sheet metal, is se-

cured to the draw-head above the opening for the coupling-pin. This tube D is provided on its rear lower end with an opening, which is placed over the tongue or rearwardly-projecting spur *b*. The front end of this tube, which is perforated, is placed over the brackets *a a*, attached to the draw-head, and is secured thereto by means of the rod or pin E. This tube is constructed substantially as shown in Fig. 1, and is united at its upper end by suitable means, so as to leave the front part of the same open. The upper part of this tube is provided with a transverse bar, E', which will prevent the pin B being removed from the tube.

The operation of this invention is substantially as follows: When the pin B is raised the carriage will be pressed forward by the spring, so that a portion, G, will come immediately under the vertical opening in the draw-head, and the tube D, which is very near the same size as the head of the coupling-pin at the top, will hold the pin in a vertical position, and when the cars come together the coupling-link, pressing upon the carriage, will remove the support of the pin and allow it to descend. By this arrangement and construction the coupling-pins are always held in place, and cannot be removed from the draw-bar unless the transverse pin E' is removed.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a car-coupler, the draw-head provided with a vertical tube, arranged over the coupling-pin and provided with rod E', substantially as shown, and for the purpose set forth.

JOHN GILL TRENEAR.

Witnesses:

J. N. POTTS,
C. S. STEWART.