

(No Model.)

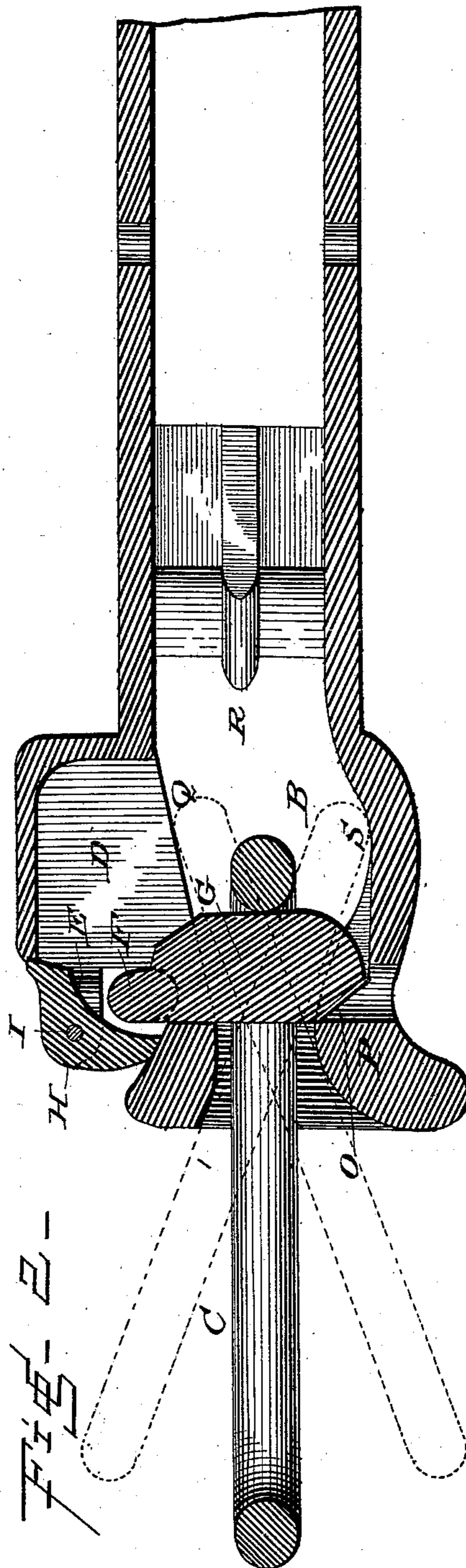
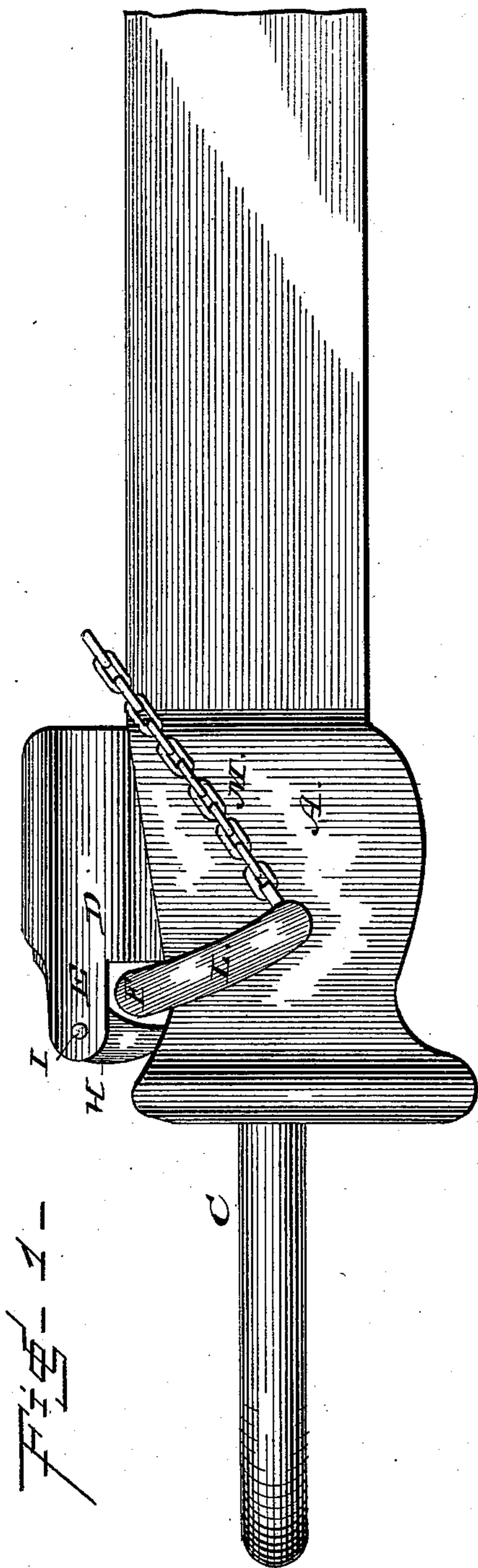
2 Sheets—Sheet 1.

J. P. LANCASTER.

CAR COUPLING.

No. 298,214.

Patented May 6, 1884.



WITNESSES:

Wm. S. Dieterich
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INVENTOR.
John P. Lancaster
By Louis Bagger & Co.
ATTORNEYS.

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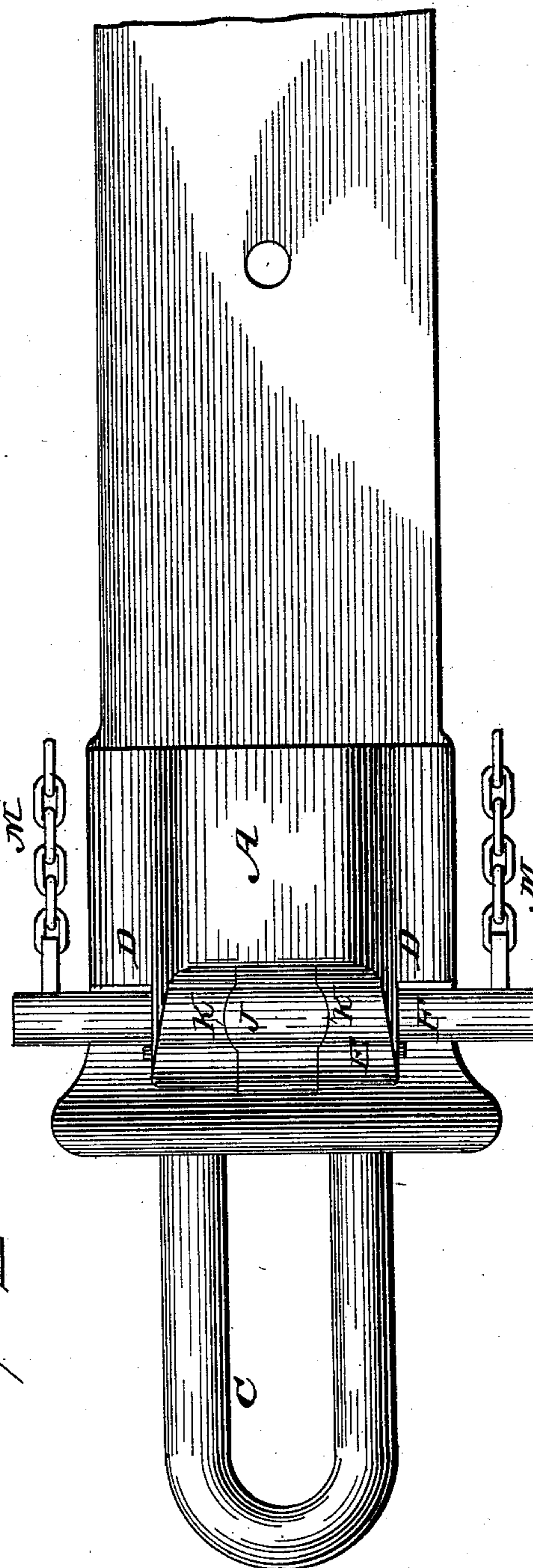
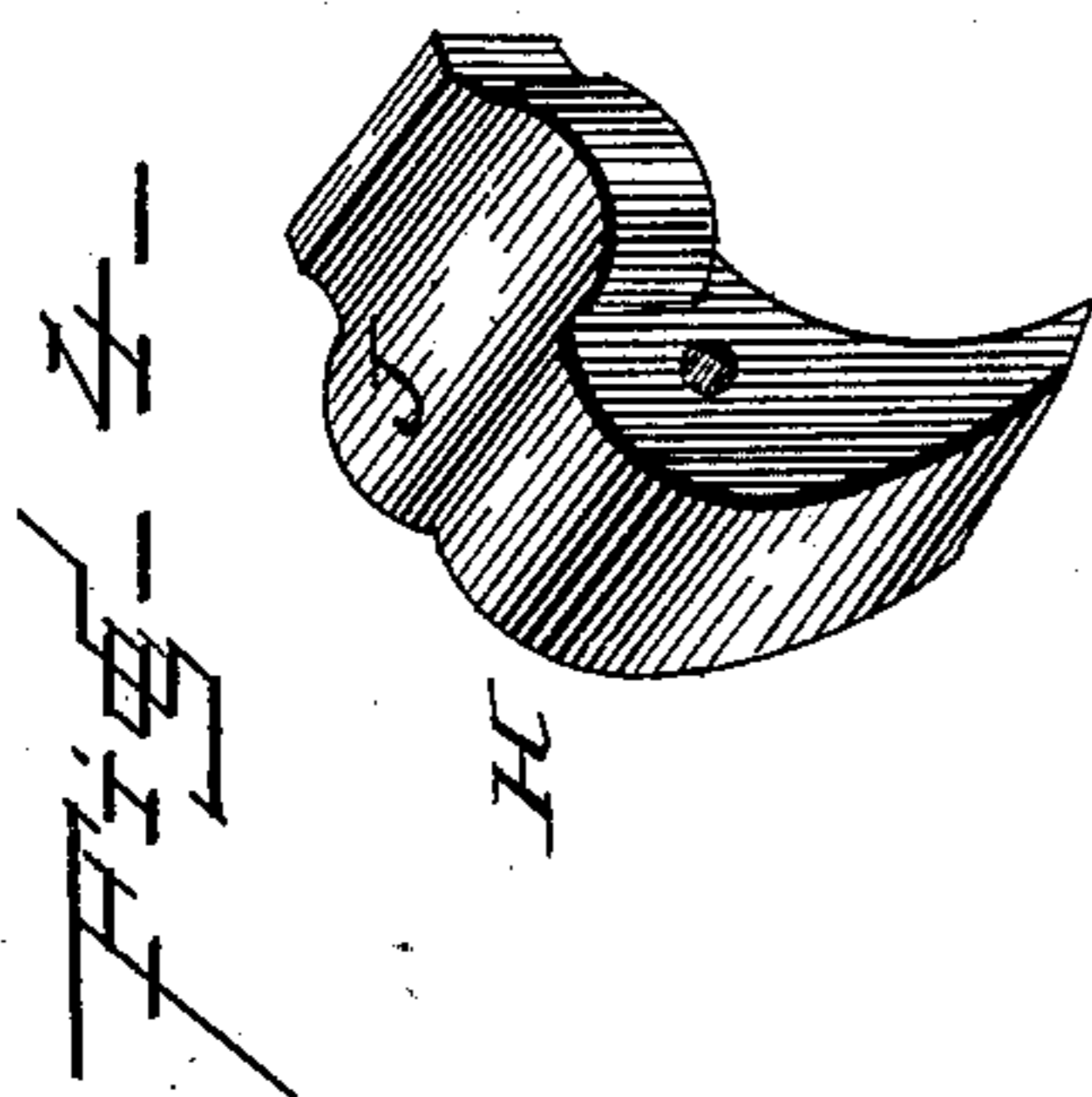
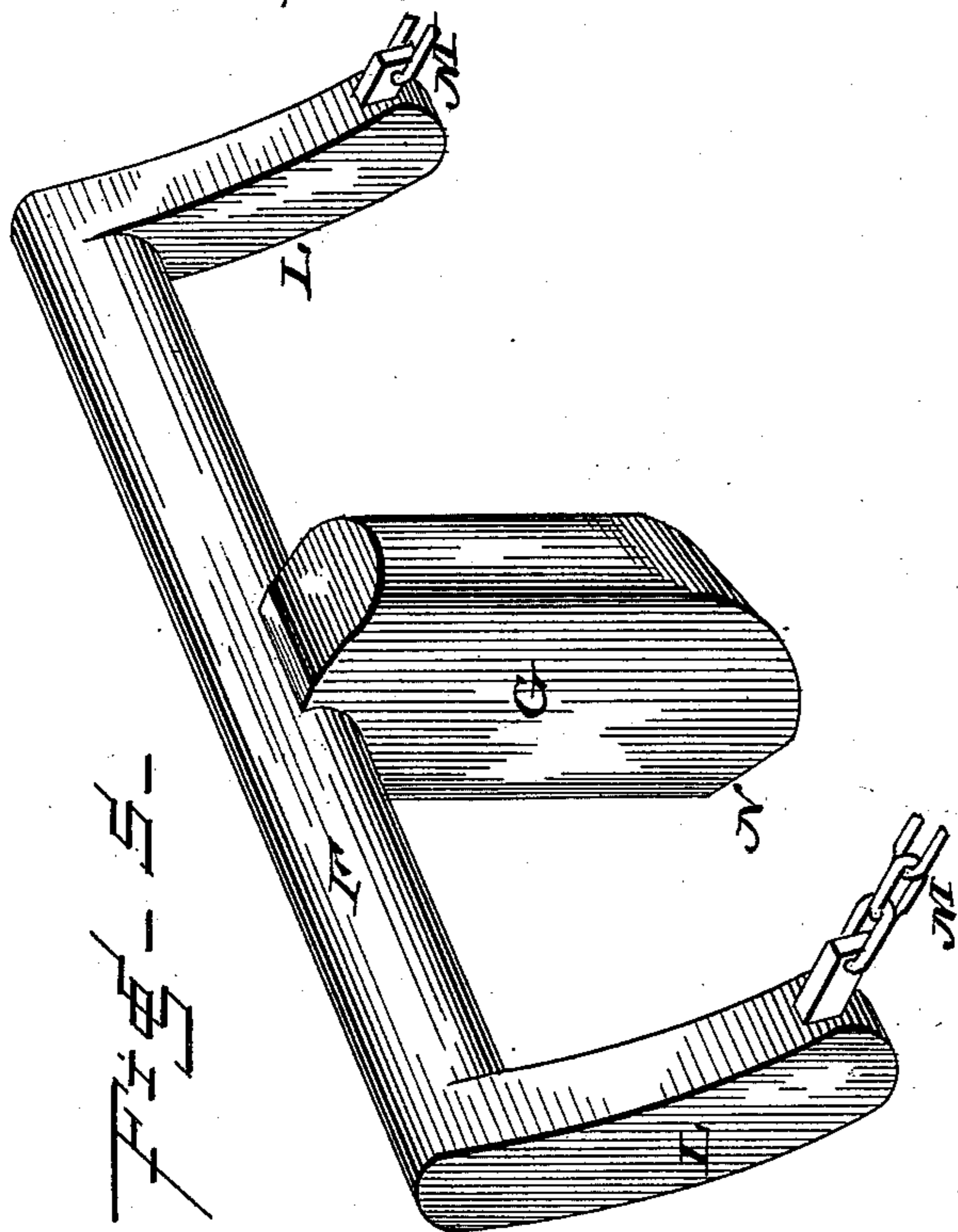
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UNITED STATES PATENT OFFICE.

JOHN P. LANCASTER, OF GOSHEN, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 298,214, dated May 6, 1884.

Application filed March 25, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. LANCASTER, a citizen of the United States, and a resident of Goshen, in the county of Elkhart and State of Indiana, 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, and in which—

Figure 1 is a side view of my improved car-coupling. Fig. 2 is a longitudinal vertical section. Fig. 3 is a top view. Fig. 4 is a perspective view of the angular fastening for the coupling-pin, and Fig. 5 is a similar view of the coupling-pin.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to automatic car-couplings; and it contemplates certain improvements upon the coupling for which Letters Patent No. 271,085 were granted to me on the 23d day of January, 1883; and it consists to that end in the improved construction and combination of parts of the same, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates the draw-head, which is provided with a recess, B, for the entrance of the link C, which is of the usual construction. The upper side of the draw-head forms a transverse bearing, D, opening inclined upwardly and forwardly, two lips, E E, forming the upper side of the bearing. The transverse upper yoke or bar, F, of the coupling-pin G rocks in this bearing, being capable of being slid out through the inclined opening of the bearing, and for the purpose of retaining the yoke in the bearing an angular fastening-plate, H, is secured upon a pin, I, passing through the angular fastening-plate and through the lips, and the inner end of the said angular plate forms a circular enlargement, J, which fits in a correspondingly-shaped recess, K, formed between the inner edges of the lips. The yoke of the coupling-pin is provided with two pending arms, L, at its ends, which arms bear with their inner sides against the sides of the draw-head, and are provided at their

lower ends with chains or cords M, by means of which the arms may be tilted rearward in the same manner as in my former patent. The pin is of the same shape as in my former patent, with the exception of the lower forward corner, N, which is cut off obliquely, and bears against the inclined inner side, O, of the lower lip, P, of the recess in the draw-head, the oblique corner of the pin bearing against the inclined lip serving to force the pin slightly upward when strain is applied to the pin, relieving the yoke of the pin from strain. The roof Q of the recess in the draw-head is inclined toward its outer end, the inner end of the recess is provided with a transverse lip, R, slightly above the center of the mouth of the recess, and the bottom of the recess is concave, as shown at S, and in Fig. 2 of the drawings is shown in dotted lines the positions of the coupling-link, either resting with its inner end against the inclined roof of the recess, lowering its outer end for the purpose of coupling with a draw-head located below its level, or resting with its inner end against the under side of the transverse lip, allowing it to couple with a draw-head at its own level, or resting with its middle upon the lower lip of the mouth of the recess, and with its inner end against the concave bottom of the recess, for the purpose of coupling with a draw-head at a level above its level.

It will be seen that by removing the angular fastening-plate the pin may be removed, when the draw-head may be used with a common coupling-pin, which may be inserted through the circular recess between the lips at the upper side of the bearing, in case of an accident to the T-shaped coupling-pin.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination of the draw-head forming a transverse bearing upon its upper side, and having the inner side of the lower lip of its recess inclined, with the T-shaped coupling-pin rocking with its yoke in the bearing upon the upper side, and bearing with its obliquely cut-off lower forward corner against the inclined inner side of the lower lip of the recess, as and for the purpose shown and set forth.

2. The draw-head having the roof of its re-

cess inclined toward the forward end, having a transverse lip in its rear end slightly above the middle of the mouth of the recess, and having its bottom concaved, as and for the purpose shown and set forth.

3. The combination of the draw-head forming the transverse bearing at its upper forward corner, having the upper lips forming a circular recess or bore between them, the T-shaped coupling-pin rocking with its yoke in the bearing, and the angular fastening-plate secured upon a pin between the lips of the bearing,

and having its inner end forming a circular enlargement fitting into the circular recess between the lips of the bearing, as and for the purpose shown and set forth. 15

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

JOHN P. LANCASTER.

Witnesses:

WILLIAM E. GORTNER,
MARCI McCrory.