

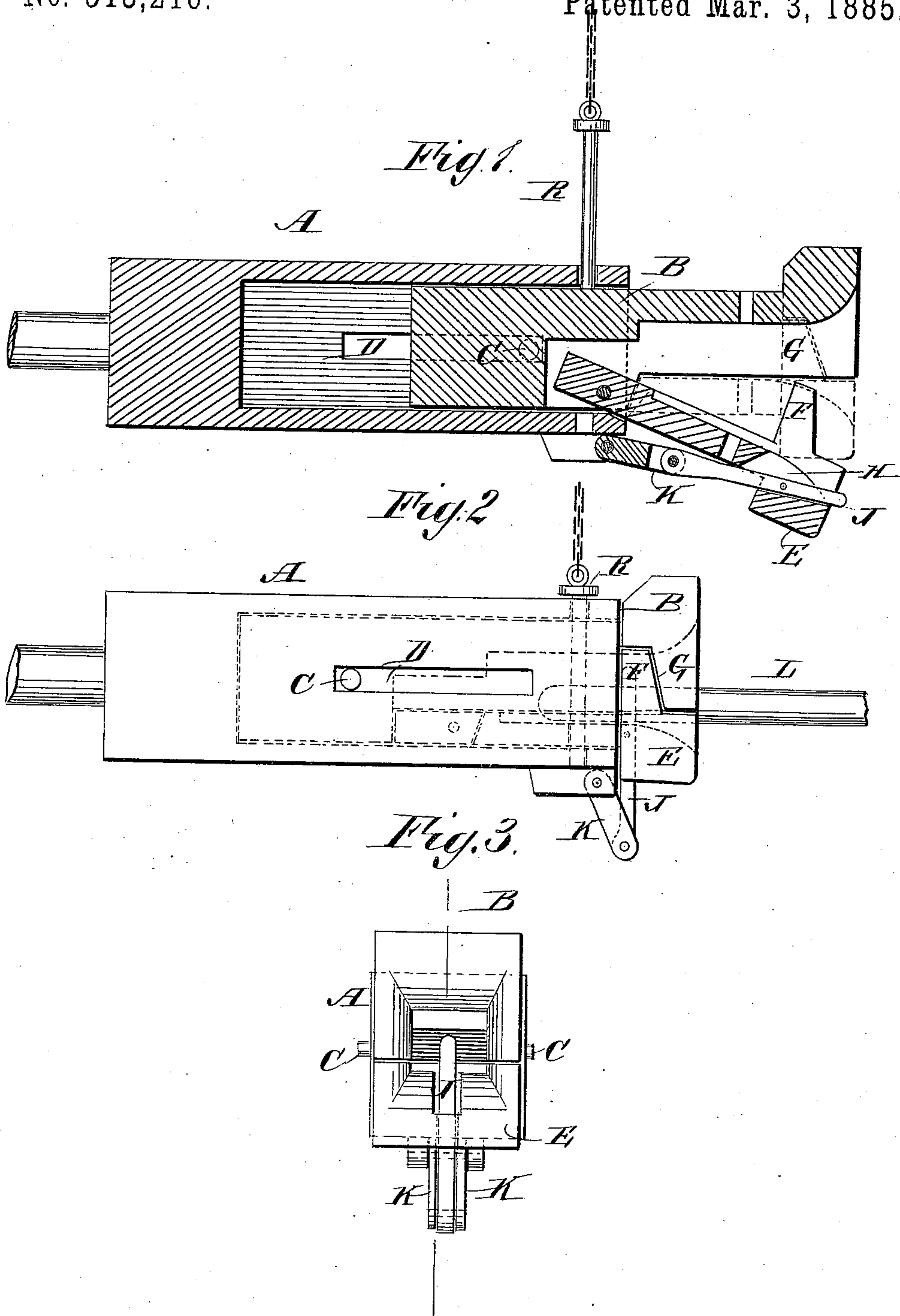
(No Model.)

C. LEIDY & C. E. GREEN.

CAR COUPLING.

No. 313,216.

Patented Mar. 3, 1885.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CLEMENT LEIDY AND CHARLES EDWARD GREEN, OF ANGUS, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 313,216, dated March 3, 1885.

Application filed August 26, 1884. (No model.)

To all whom it may concern:

Be it known that we, CLEMENT LEIDY and CHARLES EDWARD GREEN, both of Angus, in the county of Seneca and State of Ohio, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the combination, with a draw-head, of a sliding block in the same, on which sliding block a downwardly-swinging piece is hinged. A tripping-pin is pivoted in a slot in the free end of the hinged part, and the lower end of the said pin is connected by a link with the front end of the bottom of the draw-head.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a longitudinal sectional elevation of our improved car-coupling, showing the position of parts when uncoupled. Fig. 2 is a side view of the same, showing parts when coupled. Fig. 3 is a front end view.

The draw-head A, which is hollow and open at its outer end, contains a sliding block, B, provided with laterally-projecting pins C, passing through longitudinal slots D in the sides of the draw-head. The front part, E, of the bottom of the sliding block B is hinged to swing downward, and the movement of the block B in the draw-head is so arranged that the part E can only swing down when the block B is pulled out as far as possible. The swinging part E is provided with two upwardly-projecting side prongs, F, at the free end, the said prongs fitting in side recesses, G, in the front part of the block B. The swinging part E is provided in its free end with a longitudinal slot, H, in which a tripping-pin, J, is pivoted, which has its lower or inner end connected by pivoted links K with the bottom of the draw-head. The top and bottom of the draw-head are provided with coupling-pin apertures, and the draw-head A, as well as the swinging part E, is provided with coupling-pin apertures, which, when the block B is pushed entirely into the draw-head, coincide with the pin-apertures in the draw-head.

The operation is as follows: When the parts

are in the position shown in Fig. 1 and the car is to be coupled, the pin R rests on the sliding block B, and is held in the top of the draw-head. The entering link L strikes the block B at the inner end of the hinged part E, and pushes the block into the draw-head, whereby the part E is swung up. When the pin-apertures in the block B coincide with the pin-apertures in the draw-head, the coupling-pin R drops and passes through the link and through the hinged part E and the bottom of the draw-head.

To uncouple, the pin R is raised, and when the link A is pulled out its end catches on the tripping-pin J, which was swung up into the draw-head by coupling the cars, and as the link pulls on the said pin J it pulls out the block B, and the hinged part E of the latter drops as soon as the block B has been withdrawn as far as possible, whereby the link is released entirely.

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

1. The combination, with the draw-head A, of the sliding block B, the hinged part E, and a tripping-pin pivoted in the free end of the hinged part and connected by a link with the draw-head, substantially as herein shown and described.

2. The combination, with the draw-head A, of the sliding block B, the hinged part E, having a slot, H, in its free end, the pin J, passed through the slot H and pivoted in the same, and the link K, connecting the lower end of the pin J with the draw-head, substantially as herein shown and described.

3. The combination, with the draw-head A, having longitudinal side slots, D, of the sliding block B, provided with side pins, C, the hinged part E, the pin J, passed through and pivoted in the slot H in the piece E, and the link K, connecting the lower end of the pin J with the draw-head, substantially as herein shown and described.

CLEMENT LEIDY.

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Witnesses:

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