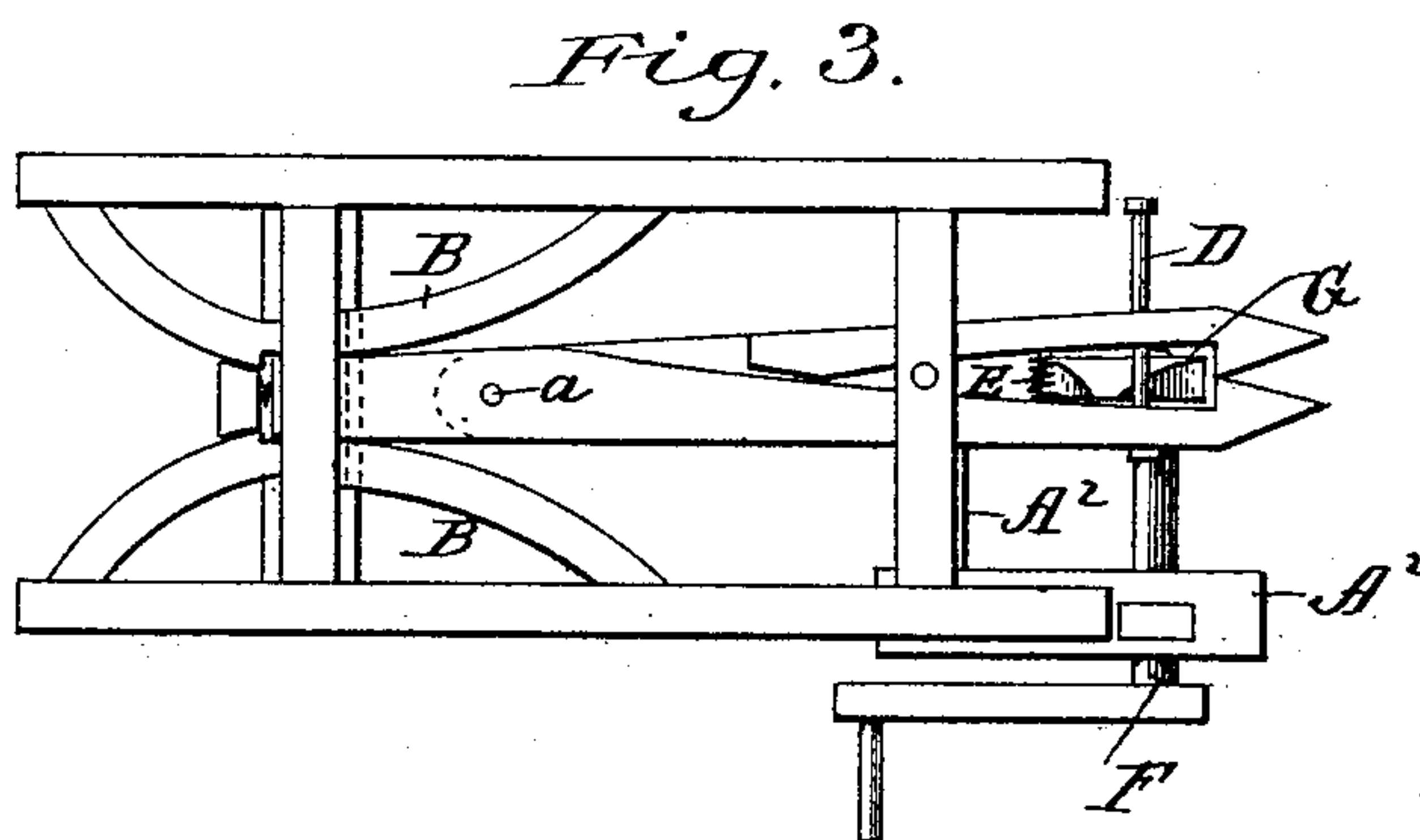
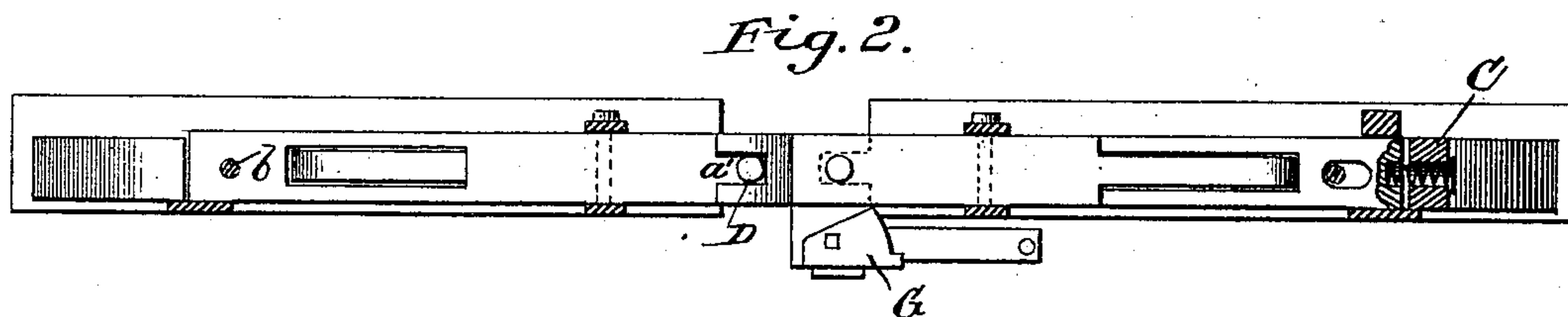
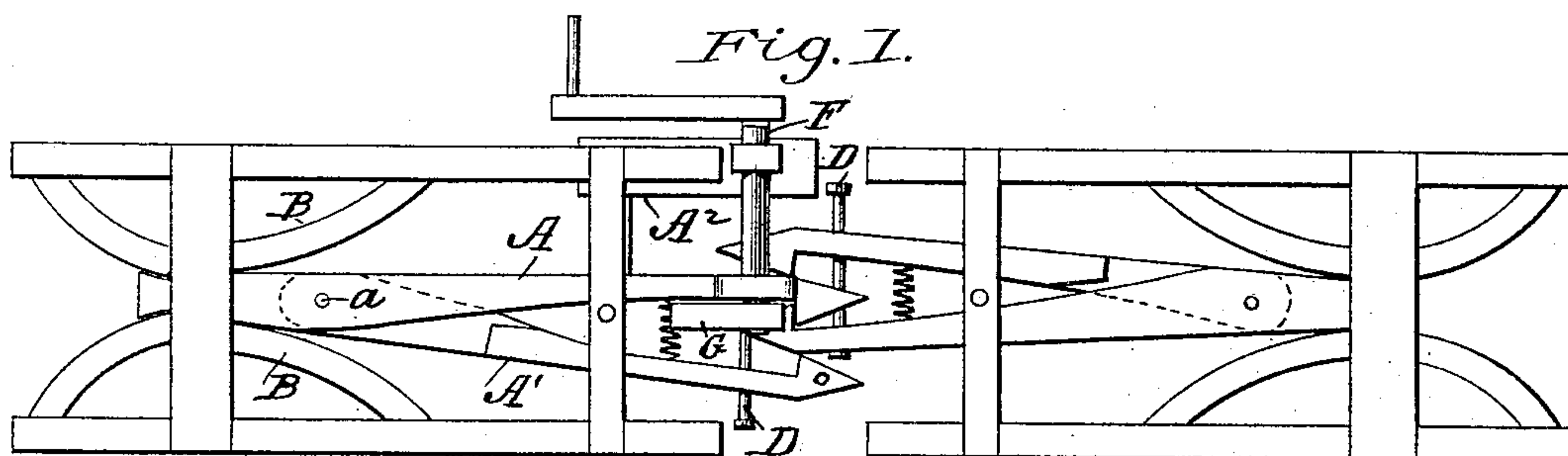


(No Model.)

J. CUNEO.
CAR COUPLING.

No. 328,388.

Patented Oct. 13, 1885.



Witnesses:

P. J. Ewars
R. V. Booth

Inventor.

John Cuneo

UNITED STATES PATENT OFFICE.

JOHN CUNEO, OF VICKSBURG, MISSISSIPPI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 328,388, dated October 13, 1885.

Application filed May 21, 1885. Serial No. 166,312. (No model.)

To all whom it may concern:

Be it known that I, JOHN CUNEO, a citizen of the United States, residing at Vicksburg, in the county of Warren and State of Mississippi, have invented a new and useful Car-Coupling, of which the following is a specification.

My invention is an improvement in car-couplings; and it consists in certain novel constructions and combinations of parts, as will be hereinafter first fully described, and then pointed out in the claims.

In the drawings, Figure 1 is a bottom plan view of two of my couplings properly engaged. Fig. 2 is a partial side and sectional view thereof, and Fig. 3 is a top plan view of one of the couplings.

The coupler consists of two arms, A A', of which the left, A', is mortised into the right and fastened thereto by a pin, *a*, a foot or two in front of the end. The rear end of right arm rests between two arcs of circles B B, connected with and being part of the frame, and to which it is fastened by a pin, *b*, which passes through both arcs and through a hole mortised in the rear end of arm, and which holds it steady in place.

In the extreme rear end of right arm is a steel spring, C, which passes through and is securely fastened to a cap, which is held firm in place by being mortised into the arc of the circles on either side. The object of this spring is to give play to the arm and to prevent injuries from the cars when coupling or uncoupling. The front has two jaws, and just in rear of jaws a pin, D, through the two arms, which is caught in teeth of coupler and held steady in place. Just in rear of pin is a steel spring, E, which holds the two arms or jaws together and in proper position.

F indicates the lever or windlass by which the cars are unlocked or uncoupled. This shaft is journaled in the arm A and in a bearing-support, A², supported by said arm, and just below the jaw of arm A the shaft is provided with a cam or wedge-block, G, arranged to operate close to the jaw of arm A and to detach therefrom a similar jaw, which has been engaged therewith, as shown in Fig. 1.

It will be noticed that the inner faces of the

ends of the arms are shouldered, while their outer faces are unshouldered, so that when the engaged jaws are forced apart the uncoupling is completed, and there is no danger of another set of shoulders engaging.

It will also be seen that the uncoupling is positive, the parts being detached and forced out of engagement. The forward ends of the arms are slotted at *a'* for a double purpose. In the first place they are thereby adapted to couple with a car using the common link-coupling; also this slot, fitting over the pin D, prevents the jaws, when coupled, from becoming detached by independent vertical play.

It is understood, of course, that the coupler with lever, wedge, &c., are to be made of iron or steel.

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

1. The combination, with the arm A, of the cam or wedge-block arranged and operating close to the shoulder of the jaw end of such arm, substantially as set forth.

2. The combination, with the twin arms or jaws arranged in approximately the same plane, of a cross-rod extended between such arms, in rear of their engaging portions, said rod being uninclosed between the arms, whereby it may be engaged by the slotted head of a meeting coupling, substantially as set forth.

3. In a car-coupling, the combination of the twin jaws having their inner faces shouldered and their outer faces unshouldered, the cam or wedge-block arranged and operating close to the shoulder of one of said jaws, and a cross-bar connecting the jaws in rear of the shoulders thereof, substantially as set forth.

4. The improved coupling consisting of the arms A A', the bearing-support A², the shaft F, journaled in bearing A² and arm A, and having a wedge-block arranged and operating close to the shoulder of arm A, and the cross-bar D, extended between the jaws in rear of the shoulders thereof, substantially as set forth.

JOHN CUNEO.

Witnesses:

R. V. BOOTH,
PETER BELLAN.