

(No Model.)

J. C. REED.

CAR COUPLING.

No. 333,253.

Patented Dec. 29, 1885.

Fig. 1.

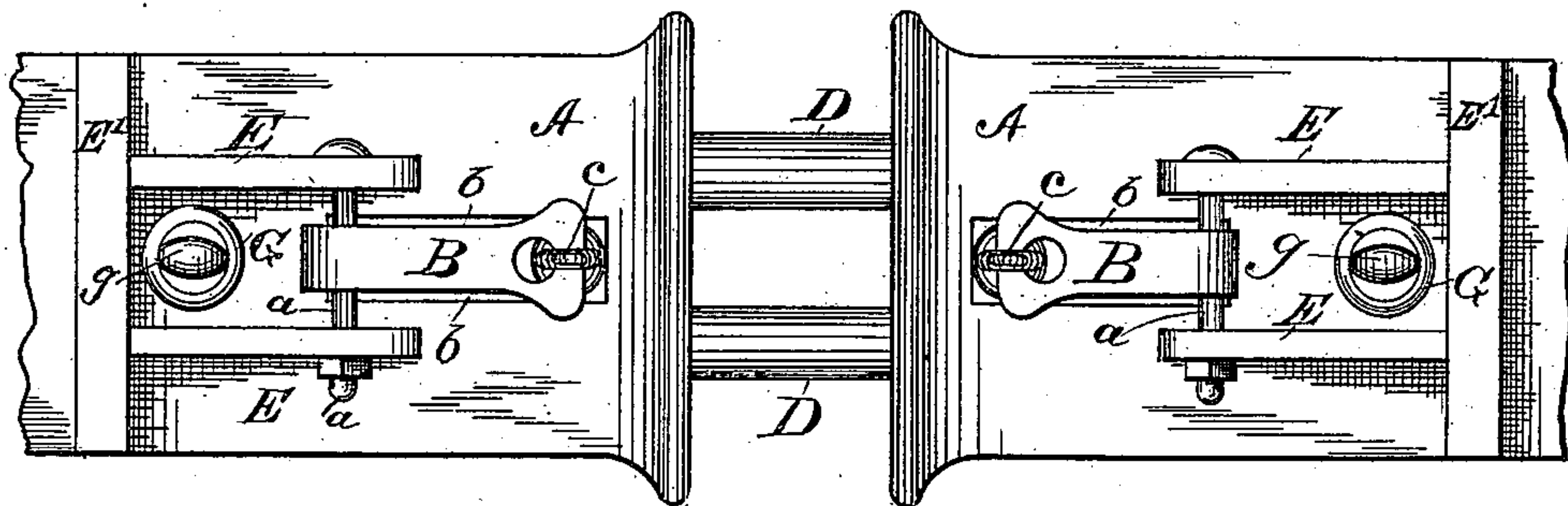


Fig. 2.

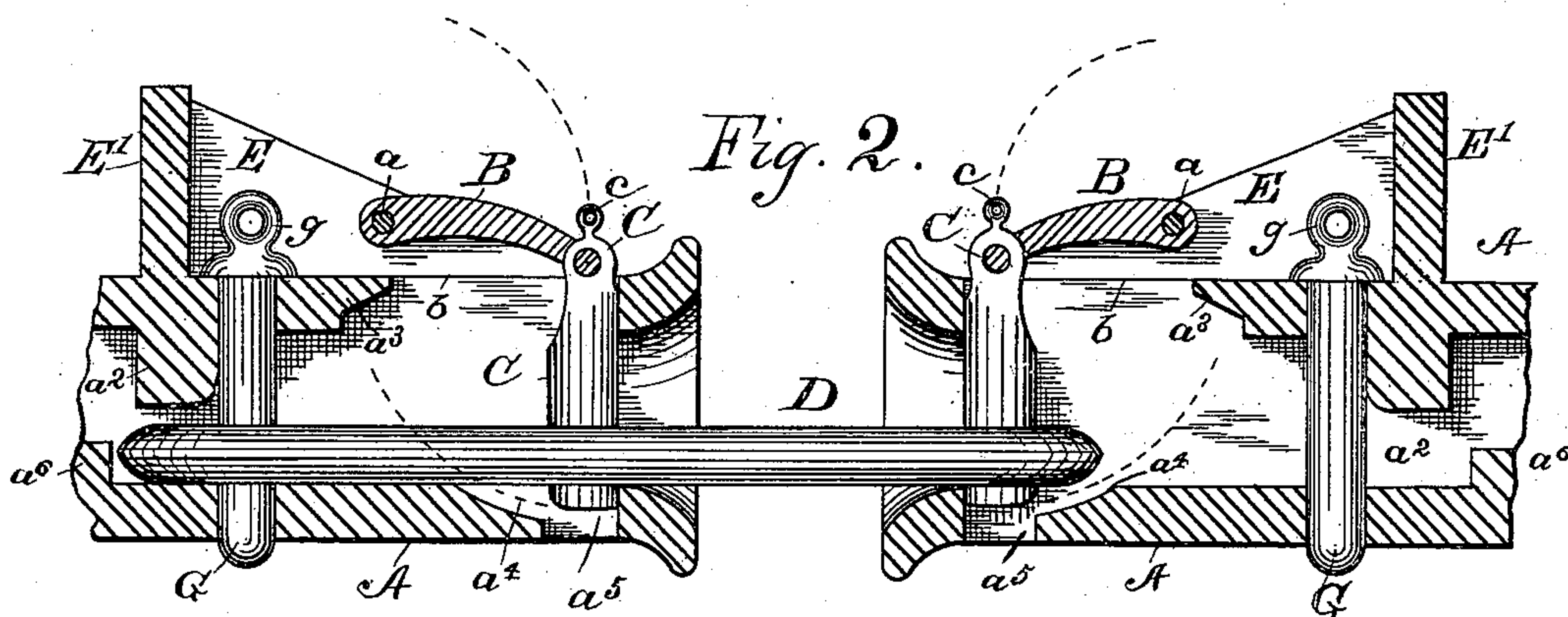
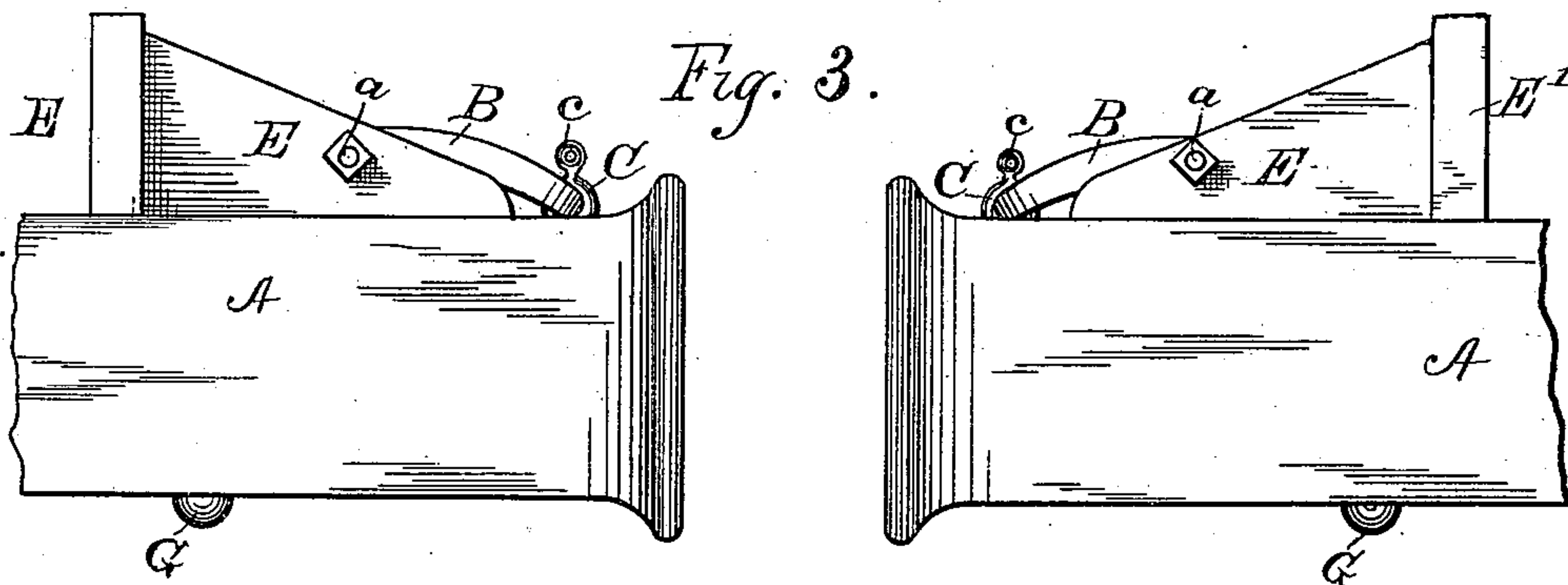


Fig. 3.



WITNESSES

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 333,253, dated December 29, 1885.

Application filed July 28, 1885. Serial No. 172,895. (No model.)

To all whom it may concern:

Be it known that I, JOHN C. REED, a citizen of the United States, residing at Topeka, in the county of Shawnee and State of Kansas, have invented certain new and useful Improvements in Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

The object of this improvement is a coupler for freight-cars that will couple automatically and may be uncoupled without the necessity of the operator going between the cars. These results are attained by the mechanism illustrated in the drawings herewith filed as part hereof, in which the same letters of reference denote the same parts in the different views.

Figure 1 is a plan view of a car-coupler embodying the features of my improvement.

Fig. 2 is a sectional representation of the same. Fig. 3 is a side elevation.

A A are draw-bars, provided on their tops with integral longitudinal and transverse elevations forming brackets E E E'.

B is an arm pivotally secured to the bracket parts E E by means of a bolt, a.

C is a coupling-pin articulated to the arm B.

The upper part of the draw-bar is provided with a slot, b, at the rear end of which the body of the draw-bar has a notch, a³, for a purpose hereinafter set forth. The body of the draw-bar is also provided with an interior perpendicular extension, a², (shown in Fig. 2,) for the purpose of engaging with the end of the link D and holding the same in a horizontal or nearly horizontal position, suitable for entering the mouth of the opposite draw-bar as the cars are moved together. The interior of the draw-bar is also provided with a vertical extension or lug, a⁶, for the purpose of engaging with the end of the link D and preventing the inward movement of the same when it comes in contact with the opposite draw-bar in the act of coupling. Adjacent to the transverse part E' of the bracket E E the draw-bar is provided with a perforation for the reception of an ordinary coupling-pin, G.

The lower part of the draw-bar has a perforation, a⁵, which acts as a socket, into which the lower end of the swinging pin C drops after the coupling has been completed, thereby forming a bearing for the lower end of the pin against the draft.

Suitable mechanism for uncoupling is connected with the pins C and G from the end and top of the car, in order that they may be adjusted from the ground without going between the cars, or from the top of the latter, as occasion may require.

The operation is as follows: The link D is placed in the draw-bar and secured in its connection thereto by the pin G, the end of the link being under the interior extension, a², of the draw-bar, which will prevent the outer end of the link from dropping too low to enter the mouth of the opposite draw-bar. As the cars are moved together, the link D will engage with the pin C of the opposite draw-bar, and cause the same to move in the direction indicated by the dotted lines until it passes over the end of the link and regains the position shown by dropping into the link, thereby effecting the desired connection without other care than first placing the link in one draw-bar, as described. For the purpose of uncoupling, a chain or wire will be affixed to the eye c of the swinging pin C, and another to the eye g of the ordinary pin, G, and extended thence to the top and sides of the car through a pulley fastened to the body of the car above the bracket E E E', and so arranged that the pins G and C will be simultaneously given sufficient movement for the purpose of uncoupling.

Having explained the features of my improvement, what I claim as new, and desire to secure by Letters Patent, is—

The pin C, arm B, and pin G, connected and arranged to operate as described, in combination with the draw-bar A, provided with bracket E E E', interior perpendicular extensions, a² a⁶, notch a³, and recess a⁴ a⁵, as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN C. REED.

Witnesses:

WM. HALL JENKINS,
C. THOMAS, Jr.