

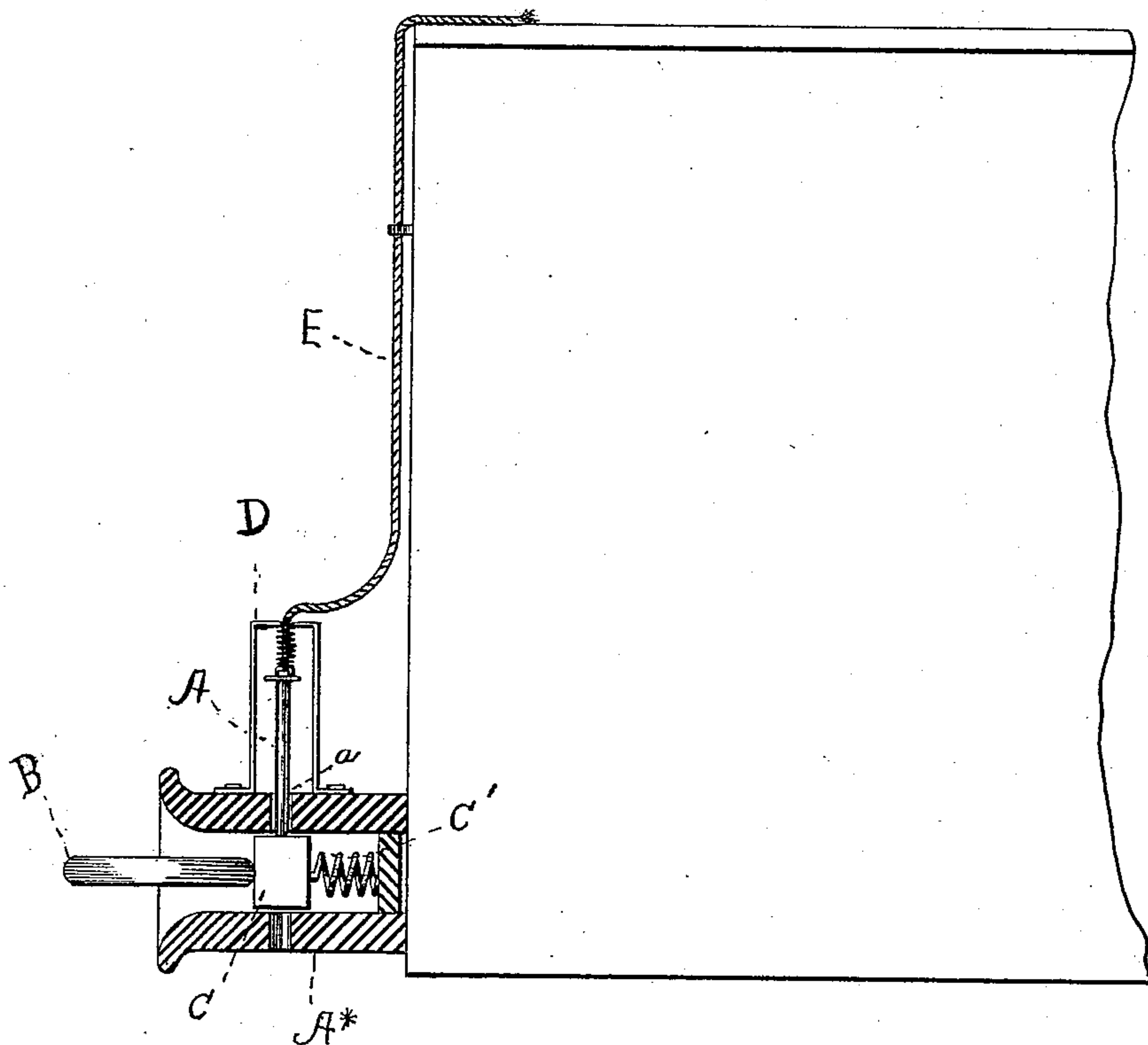
(No Model.)

G. M. VETETO.

CAR COUPLING.

No. 337,096.

Patented Mar. 2, 1886.



WITNESSES.

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UNITED STATES PATENT OFFICE.

GEORGE M. VETETO, OF MILLS, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 337,096, dated March 2, 1886.

Application filed November 20, 1885. Serial No. 183,415. (No model.)

To all whom it may concern:

Be it known that I, GEORGE M. VETETO, a citizen of the United States, residing at Mills, in the county of Freestone and State of Texas, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to new and useful improvements in car-couplers, and has for its object the provision of a self-acting car-coupler, simple and easy of adjustment, and not liable to get out of order.

My invention consists of a draw-head or coupling-box, made of iron or other suitable material, commonly used in the ordinary car-coupler, and provided with a block or plate, made of any suitable material, which is fastened to and held in place by a spring fastened to the rear of the draw-head. This spring is of spiral formation, and when expanded the block to which it is fastened will be directly between the openings for the pin to drop through, thus preventing the pin from falling unless the coupling-link is forced against said block with sufficient force to contract the spring in the rear. On top of the draw-head or coupling-box I provide a pipe of suitable material, which is bolted to said coupling-box or draw-head and incases the coupling-pin. This pipe or casing has an opening at the top of sufficient size to allow the cord or chain to which the pin is attached to pass through.

Fastened to the top of the coupling-pin, and on the inside of the top of the pipe which incases the pin, is another spiral spring, through which the cord or rope passes which is connected to the pin. This spring tends to keep the pin held firmly in its place on top of the block or plate, which prevents it from making connections unless a sufficient force is brought to bear against said block or plate, when the pin drops in its place by means of its own weight and the additional help of the spring attached thereto. When the pin becomes worn from constant use, a new pin can be substituted by simply removing the bolts which hold the casing of the pin in place and replacing a new pin for the old one.

The accompanying drawing illustrates what I consider the best means for carrying my invention into practice. Said drawing represents a section of my device, showing the manner in which the rope or chain for releasing the pin is connected to the car and pin in position for use.

A represents the pin held in position to be dropped through the link B. This pin is held in a pipe or casing, D, secured upon the draw-head or coupling-box A* over the openings *a a*. A plate or block, C, is held in the draw-head by a spring, C', in the rear of said plate or block, which normally keeps it between the openings *a a* and holds up pin A. When the link B is forced against the block or plate C, the block or plate C overcomes the force of the spring C', which is attached to the block or plate C, and also to the car proper, and said block C is pushed back. This allows the pin A to drop through the link B and the openings *a a* in draw-head A* by the pressure brought to bear on it by the spring A', connected to the top of the pin A in the pipe or casing D, assisted by the weight of the pin itself, thus forming a coupling or connection with the adjoining car.

To facilitate the introduction of the spring C' and block C into the coupling-box or draw-head A*, and to enable them to be used upon devices already in use without changing any of the parts, I provide a flat block or plate, C*, to which one end of the spring is secured, of a size to just fit in the bore or longitudinal opening in the draw-head. The block C, spring C', and plate C* are united before insertion, and may be made all ready for insertion and then placed in any draw-head or coupling-box and suitably fastened without removing or changing any of the parts.

To undo the coupling and release the coupling-link B, the operator simply pulls the cord or chain E, which, as shown, extends to the top of the car, or it may run inside, thereby raising the pin A and allowing the block or plate C to fly back in its former position by the force of the spiral spring C' attached thereto, which will hold the pin A elevated until the operation above described is repeated.

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

5 The combination, with the coupling-box or draw-head A* and spring-pin A, of the block C, spring C', and plate C*, united together as described, the plate C* being of suitable size to enter the bore of the draw-head, substantially as and for the purpose set forth.

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

GEORGE M. VETETO.

Witnesses:

J. R. BELL,

G. H. SIMS.