

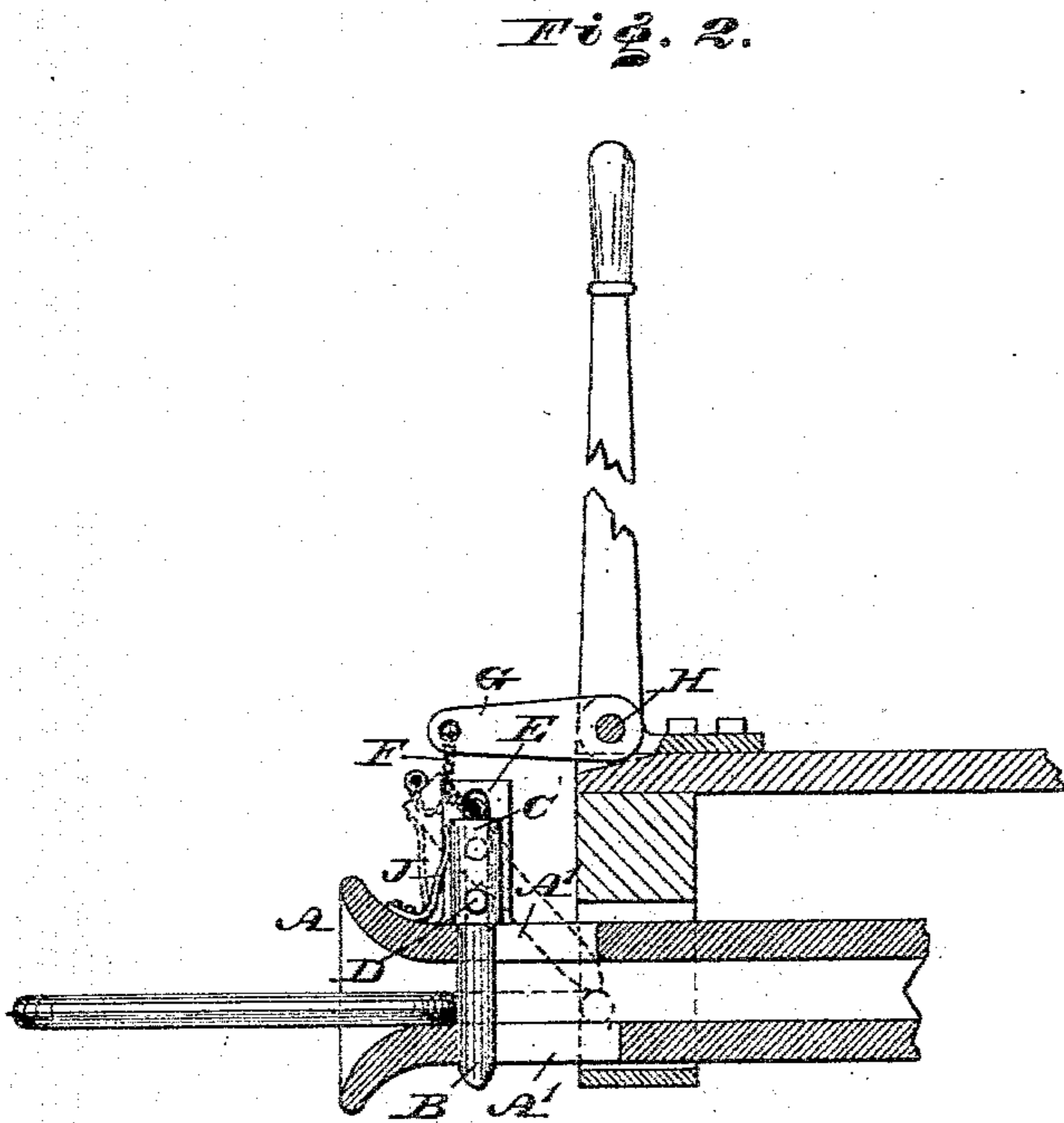
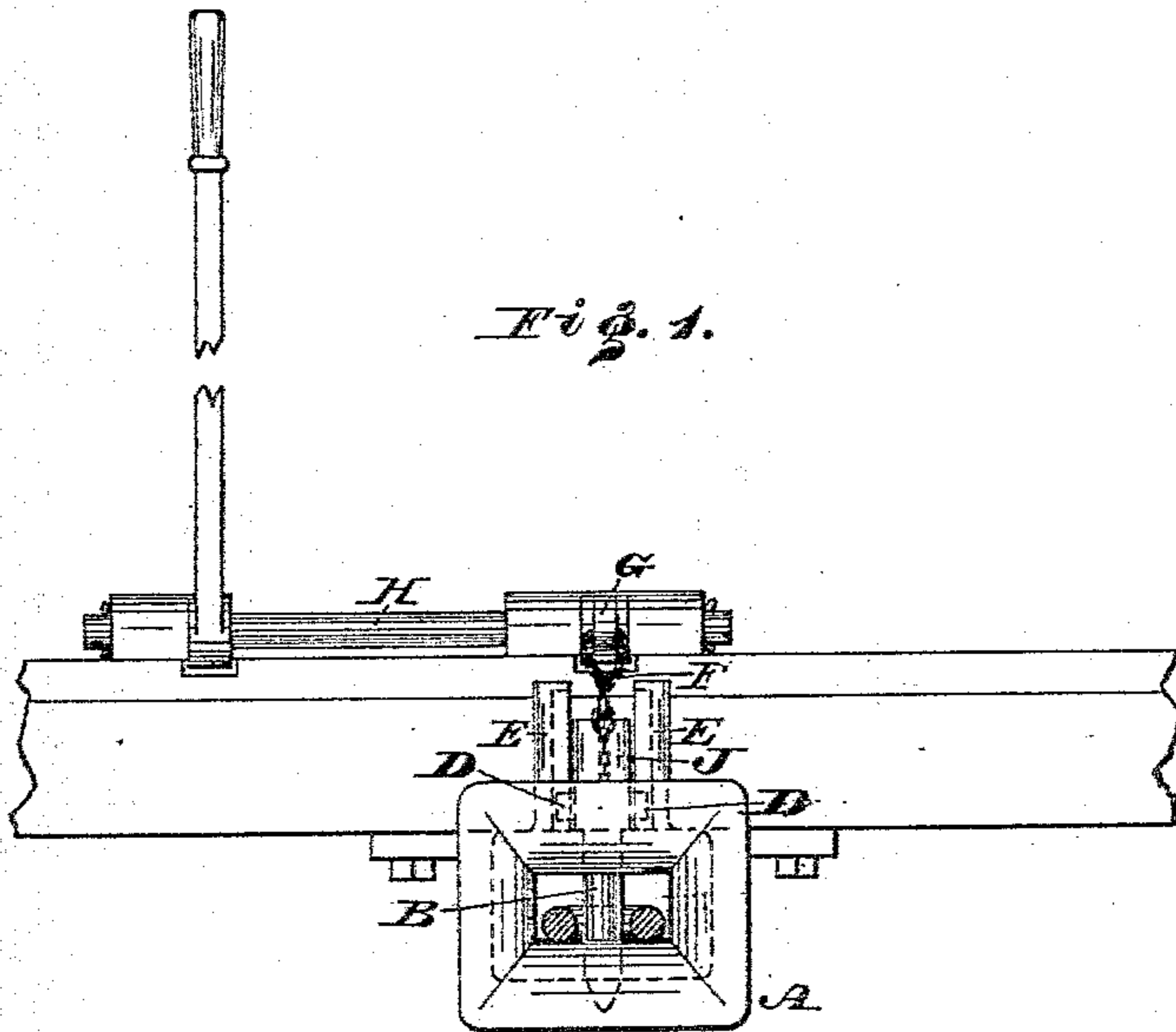
(No Model.)

A. PRESTON.

CAR COUPLING.

No. 356,783.

Patented Feb. 1, 1887.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ANTHONY PRESTON, OF CHESTER, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 356,783, dated February 1, 1887.

Application filed April 8, 1886. Serial No. 198,211. (No model.)

To all whom it may concern:

Be it known that I, ANTHONY PRESTON, a citizen of the United States, residing at Chester, in the county of Delaware, State of Pennsylvania, have invented a new and useful Improvement in Car-Couplings, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 represents a front view of a car-coupling embodying my invention. Fig. 2 represents a longitudinal vertical section thereof.

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

My invention consists of improvements in automatic car-couplings, as will be hereinafter fully set forth.

Referring to the drawings, A represents a draw-head having longitudinally-extending slots A' in the top and bottom walls thereof, and B represents a coupling-pin, which is fitted in the front ends of said slots, said pin having a head, C, from opposite sides of which project gudgeons D, which enter vertical guides E, rising from the top of the draw-head adjacent to the end of the slot in which the pin is fitted.

Connected with the head of the pin by means of a chain, F, is an arm, G, which is secured to a rock-shaft, H, the latter being mounted on the platform or bumper of the car, and provided with a handle or lever, whereby provision is made for raising the pin and uncoupling the car when so required.

Connected with the draw-head and rising therefrom is a spring, J, formed of a bent piece of steel or other suitable metal, the up-

per part whereof bears against or is in close proximity to the front of the head of the coupling-pin.

It will be seen that when the link enters the draw-head it strikes the pin and forces the same rearward, and as the gudgeons D of the pin occupy the guides E they cause the pin to turn rearward and enter the slots A', and likewise rise until its lower end clears the inner periphery of the link, when said pin drops and enters the link, thus coupling the cars. As the head of the pin moves outwardly, the spring J receives the impact of the same, so that the forcible ascent of the pin is prevented, and the pin is caused to drop quickly and unfailingly enter the link before any jar or sudden stoppage of the advancing car or movement of the car to be coupled could occasion the withdrawal of the link sufficient to prevent the pin from entering the link.

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

A draw-head having vertical guides and longitudinal slots, a spring connected with the draw-head, and a rotary and rising and falling coupling-pin, with gudgeons entering said guides, and the spring receiving the impact of the pin when the latter rotates, the parts being combined as described, forming an improvement in car-couplings.

ANTHONY PRESTON.

Witnesses:

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