

(No Model.)

G. W. DAWSON & B. F. CLEVELAND.

CAR COUPLING.

No. 393,545.

Patented Nov. 27, 1888.

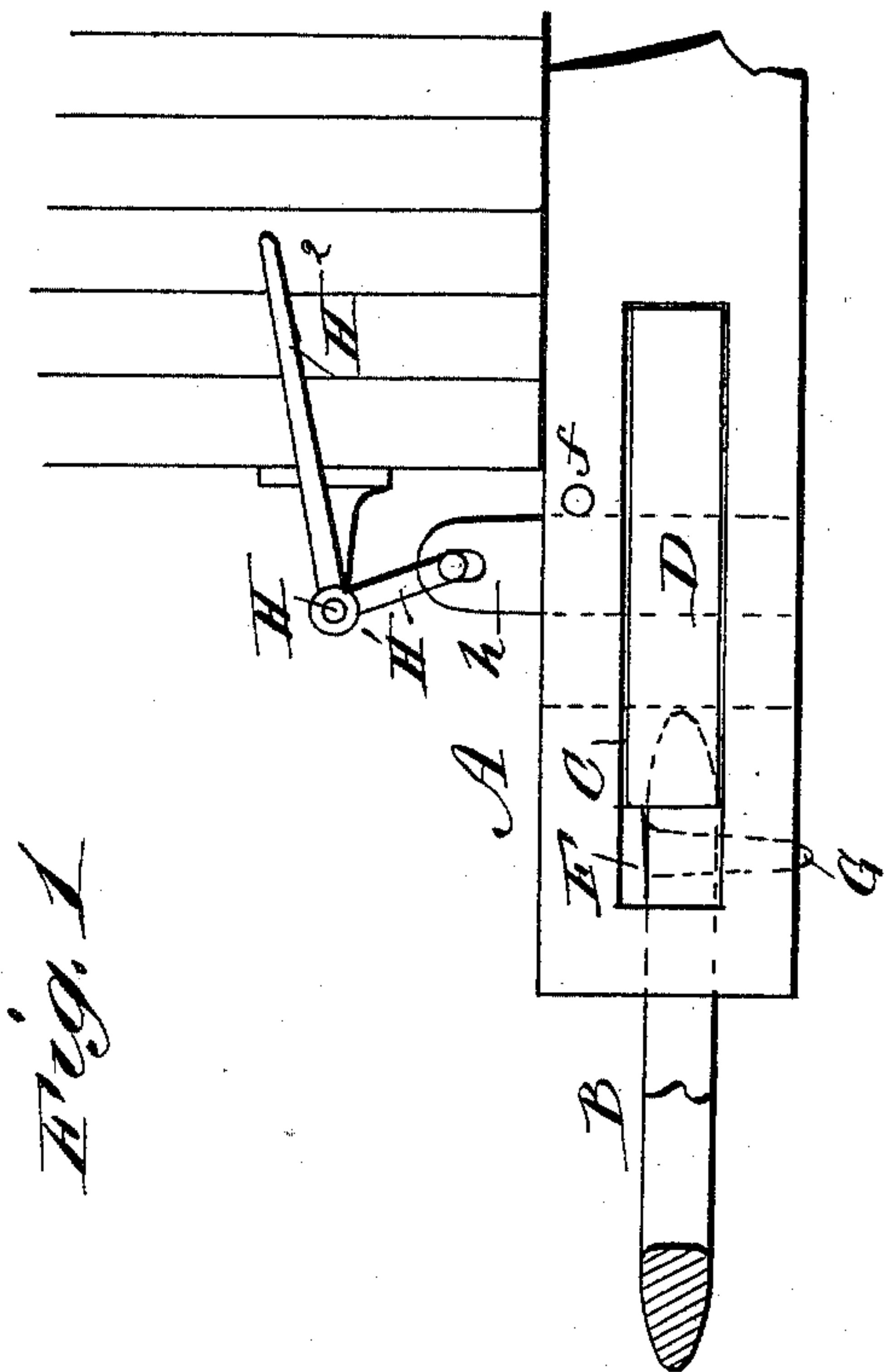


Fig. 2

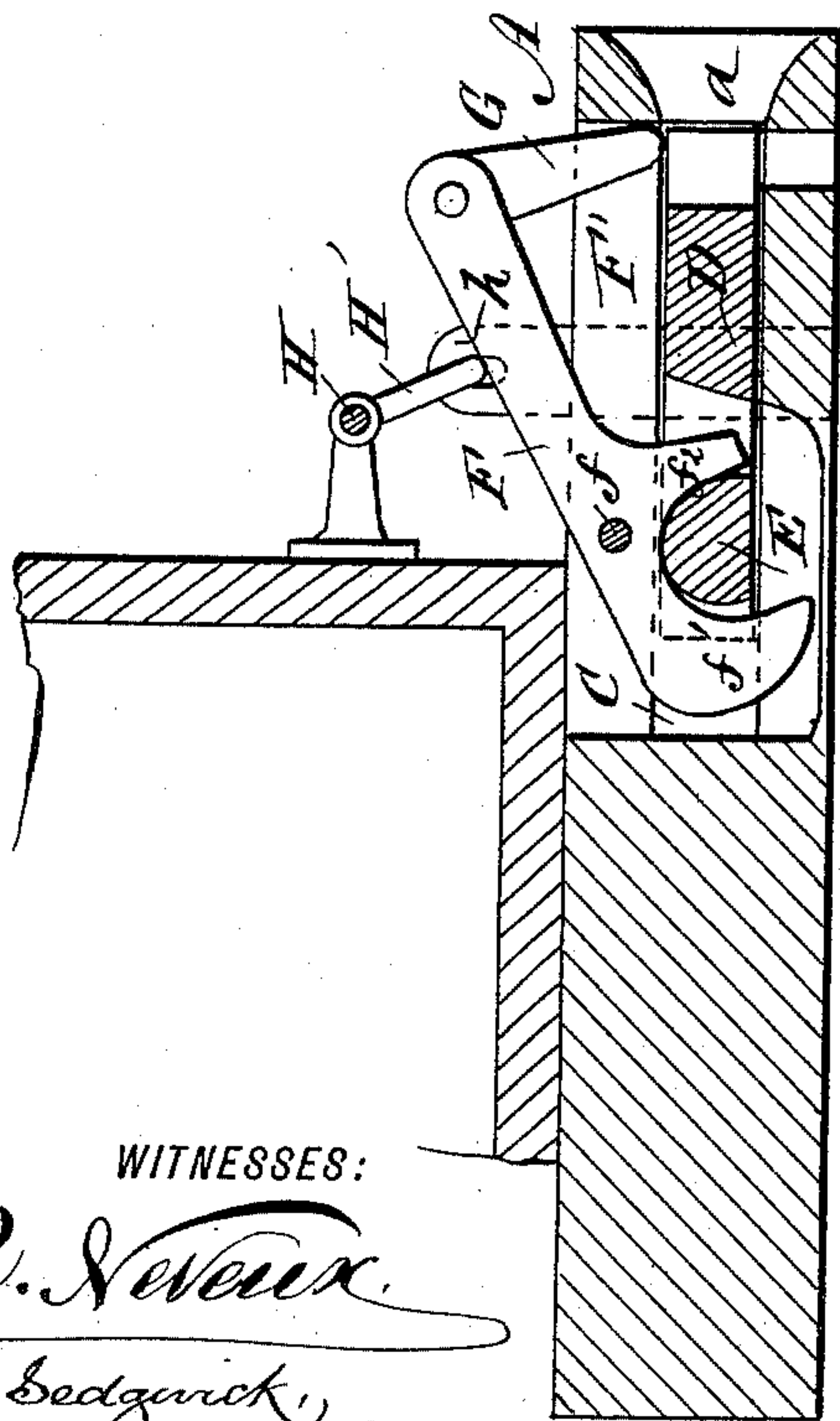
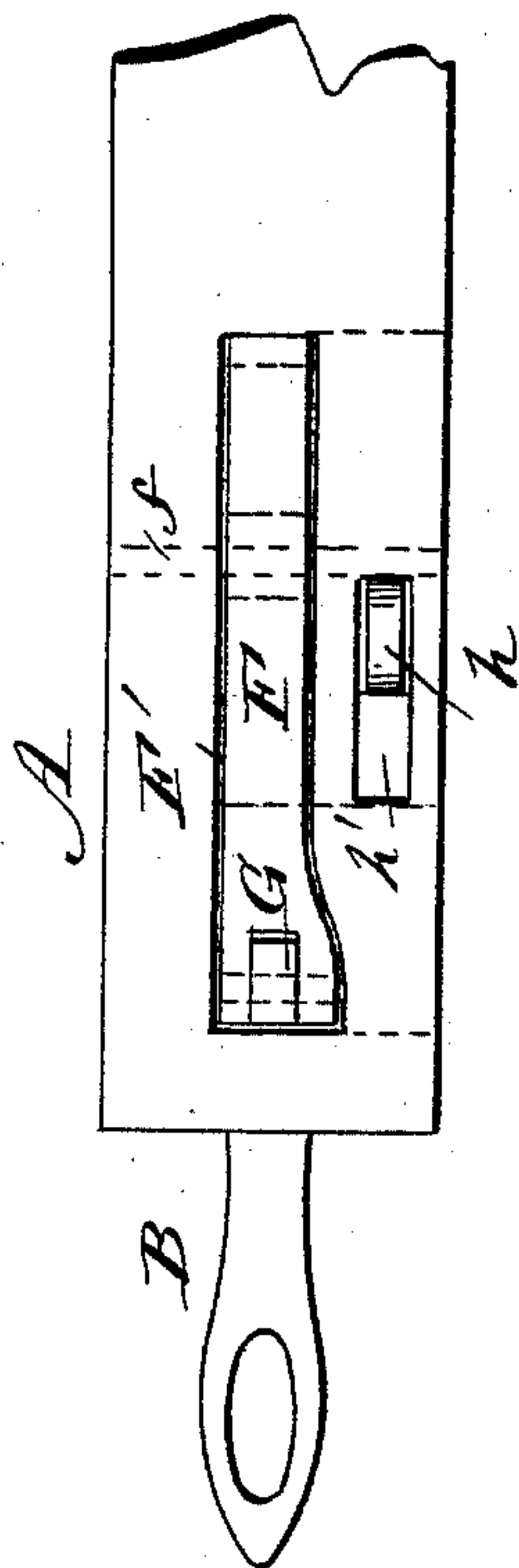
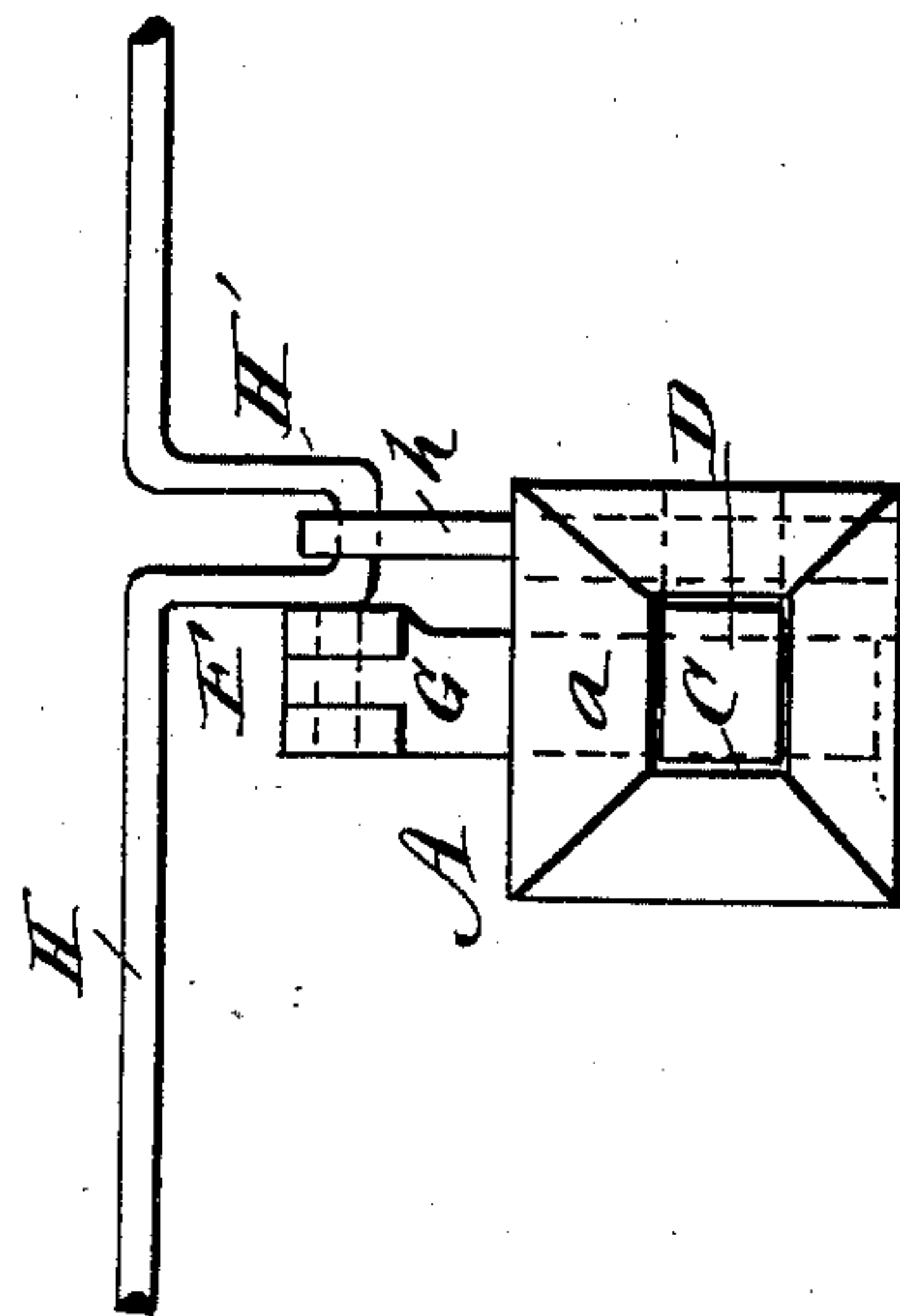


Fig. 3



WITNESSES:
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UNITED STATES PATENT OFFICE.

GEORGE W. DAWSON AND BENJAMIN F. CLEVELAND, OF SAC CITY, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 393,545, dated November 27, 1888.

Application filed August 13, 1888. Serial No. 282,499. (No model.)

To all whom it may concern:

Be it known that we, GEORGE W. DAWSON and BENJAMIN F. CLEVELAND, of Sac City, in the county of Sac and State of Iowa, have invented a new and Improved Automatic Car-Coupler, of which the following is a full, clear, and exact description.

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

Figure 1 is a sectional elevation of portions of the adjacent ends of two cars provided with our new and improved car-coupler, one of the draw-heads and one end of the link being shown in section. Fig. 2 is a plan view of one of the draw-heads, showing the connecting-link in place; and Fig. 3 is an end elevation of one of the draw-heads, showing the means for releasing the connecting-link.

The invention will first be described in connection with the drawings and then pointed out in the claim.

A A are the draw-heads, duplicates of each other, and each formed with a flaring mouth, *a*, to receive the connecting-link B. In a cavity, C, in each draw-head is placed a sliding block, D, which is forced back in the draw-head by the entrance of the connecting-link. This sliding block is recessed or otherwise constructed to form a rounded portion, E, which serves to raise and lower the outer end of the pivoted bar F for raising and lowering the coupling-pin G, pivoted to said bar. The said bar F is pivoted upon the rod *f* and works in a slot, F', formed in the upper surface of the draw-head. The lower edge of the said bar F is recessed to form the projections *f'* *f*², which span the portion E of the sliding bar D, so that in its backward movement E will strike *f'* and throw the coupling-pin downward and

thrust it through the connecting-link B, retaining it in the draw-head.

When the coupling-pin is to be lifted for uncoupling the cars, the block D must be forced forward in the draw-head, which will cause E to strike *f*², thus lifting the front end of the bar F and the coupling-pin. The movement of the said bar D forward may be accomplished by various means. In this instance we use the rod H, held across the end of the car and bent to form the crank H', which connects with an arm, *h*, attached to the said sliding block. The said arm *h* moves in a slot, *h'*, in the draw-head, as shown in Fig. 2. The rod H is provided with a wheel or lever, H², for turning it, as shown in Fig. 1.

When the block D is forced forward, it not only serves to lift the bar F and coupling-pin, but also to hold the same in elevated position, as shown at the left in Fig. 1. In this position, when the cars are backed together, the entrance of the link to the draw-head will force back the block D and throw the coupling-pin downward, thus automatically coupling the cars.

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

The sliding plate D, fitted in a cavity in the draw-head and formed at its rear end with the rounded projection E, in combination with the bar F, pivoted in the draw-head, formed with the projections *f'* *f*², both acted on by the rounded projection E, and provided at its outer end with the coupling-pin G, substantially as described.

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BENJAMIN F. CLEVELAND.

Witnesses:

C. C. CLEVELAND,
WEST DODD.