

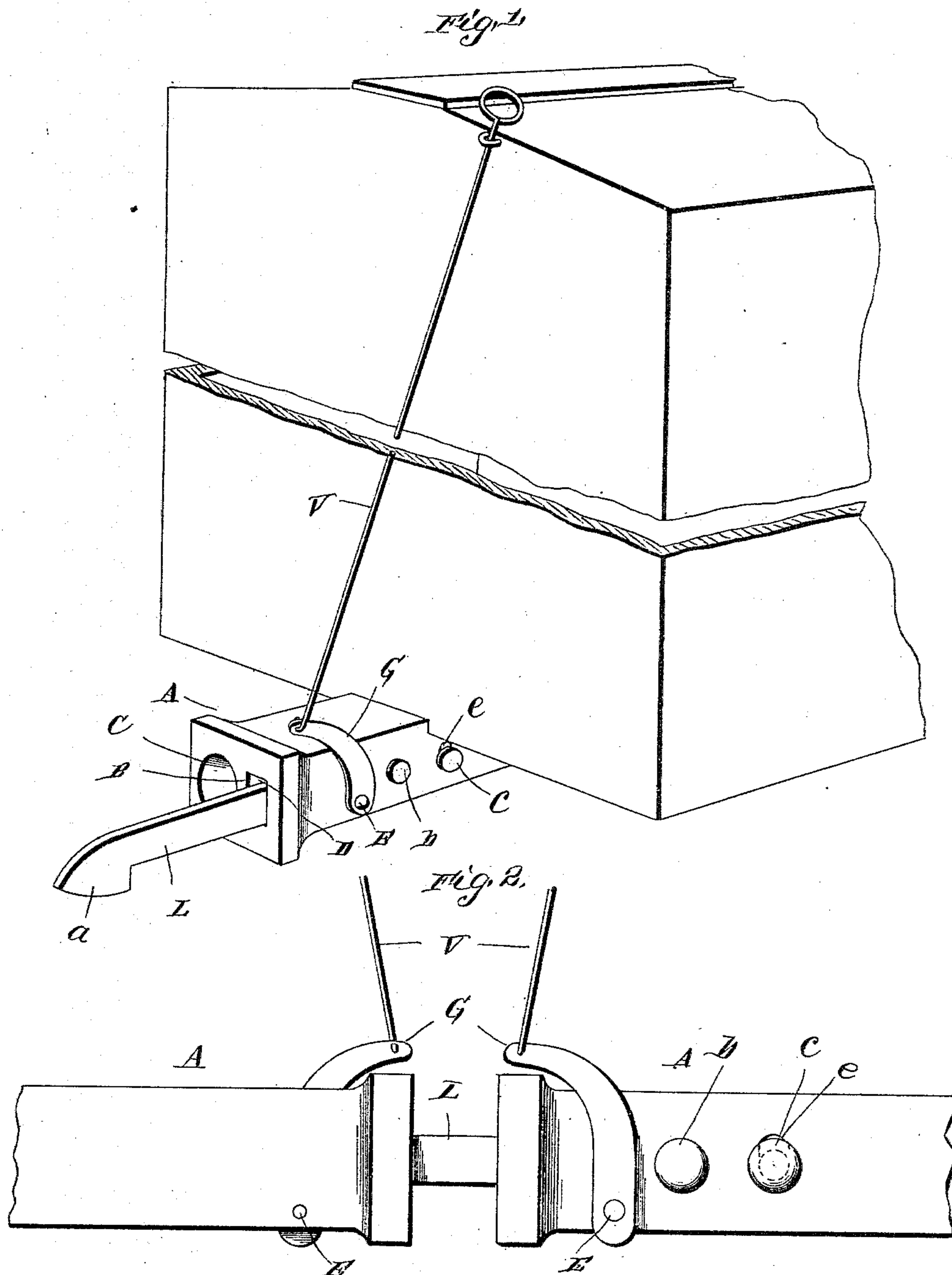
(No Model.)

2 Sheets—Sheet 1.

P. J. BURESS.  
CAR COUPLING.

No. 412,068.

Patented Oct. 1, 1889.



WITNESSES  
*C. L. Taylor*  
*J. W. Anderson*

INVENTOR  
*Peter J. Bures*  
by *E. W. Anderson*  
his Attorney.

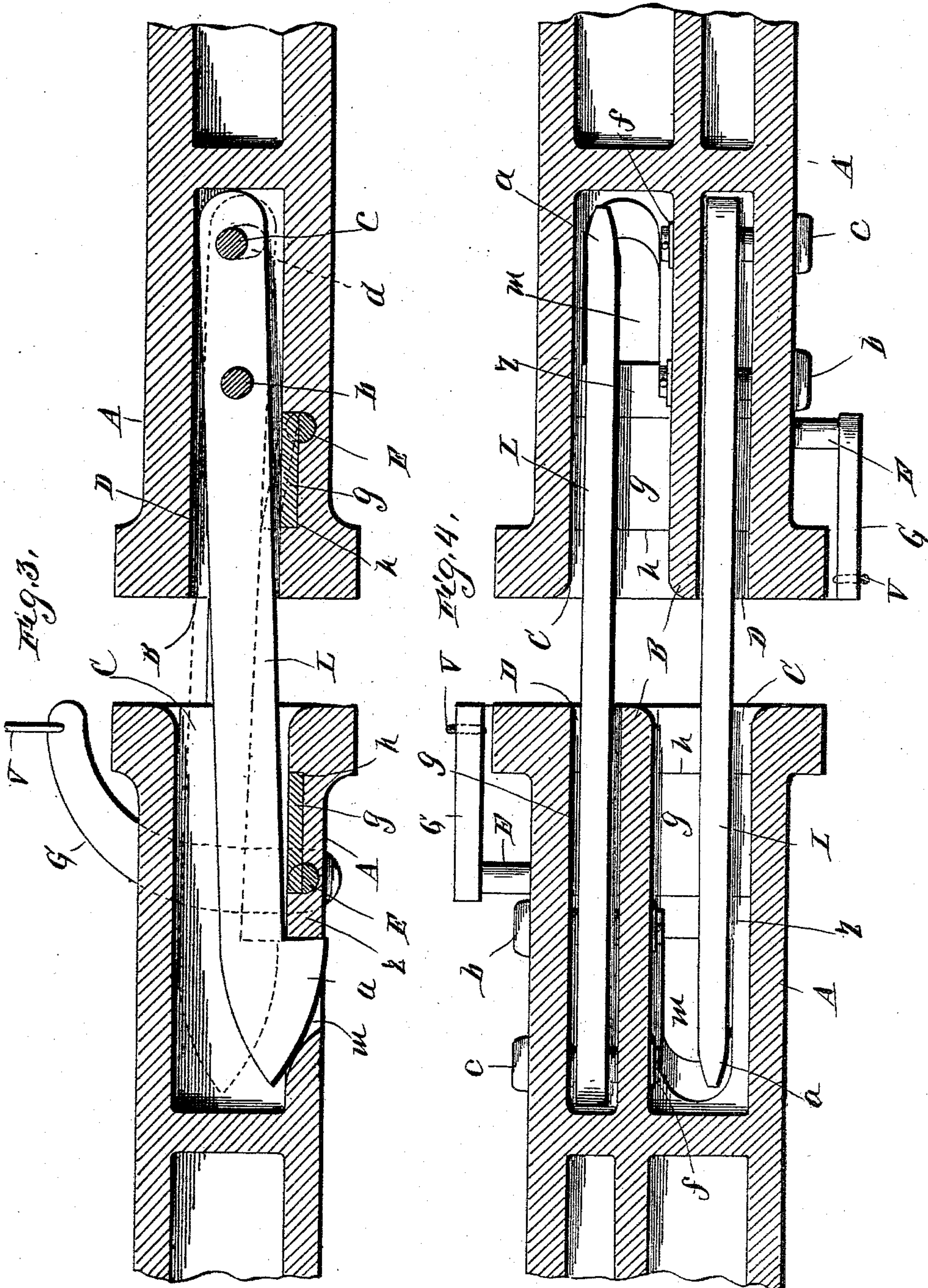
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# UNITED STATES PATENT OFFICE.

PETER JAMES BURESS, OF FLORENCE, MASSACHUSETTS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 412,068, dated October 1, 1889.

Application filed June 29, 1889. Serial No. 316,080. (No model.)

*To all whom it may concern:*

Be it known that I, PETER JAMES BURESS, a citizen of the United States, and a resident of Florence, in the county of Hampshire and State of Massachusetts, have invented certain new and useful Improvements in Devices for Coupling and Uncoupling Cars; 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a perspective view of this invention. Fig. 2 is a side view. Fig. 3 is a vertical longitudinal section. Fig. 4 is a horizontal section.

This invention relates to devices for coupling and uncoupling cars; and it consists in the novel construction and combination of parts, as hereinafter described, and pointed out in the claim.

In the accompanying drawings, the letter A designates the draw-head, having in its front portion a lateral vertical partition-wall B, providing on one side a coupling-chamber C and on the opposite side a narrow passage D, in which a coupling-hook L, having a barbed end *a*, is adjustably secured in the rear by a transverse pivot-pin *b* and an auxiliary transverse pin *c* back of the pivot-pin. The auxiliary pin *c* extends transversely through a vertical slot *e* in the side of the draw-head and through a similar slot *d* of the partition-wall B, where it is secured by pin and washer *f*.

E indicates a transverse shaft at the bottom of the draw-head, having lifting-plate arms *g* projecting forward at right angles thereto and

resting in depressed seats *h* in the floors of the chambers C and passage D, respectively, back of their front openings, as shown. These coupling-hooks rest upon these plates, which are operated from the outside by an upward and outward curved lever G, attached to the shaft E, in order to raise the coupling-hooks in the operation of uncoupling.

The chamber C of the draw-head has an opening *m* through its bottom in rear of bridge-abutment Z, back of the lifting-plate arm, to receive the barbed end of the coupling-hook to couple the cars.

For operating the devices in connection with freight-cars a rod V is attached to the curved lever G and extended to the top of car.

Each draw-head has a lateral coupling-hook, and in coupling both hooks are engaged, so that there is additional security against friction, and for further safety each hook is provided with two pin or bolt connections with the draw-head, as shown.

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

In a car-coupling, the combination, with the draw-head having the lateral front chambers C and D, their recessed seats, slotted walls, and the abutment Z, of the coupling-hook, its pivot-pin, and auxiliary pin in rear thereof engaging the slotted walls, the transverse shaft, and its lifting-arms and the lever in connection therewith, substantially as specified.

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

PETER JAMES BURESS.

Witnesses:

R. W. IRWIN,  
L. C. PRESBREY.