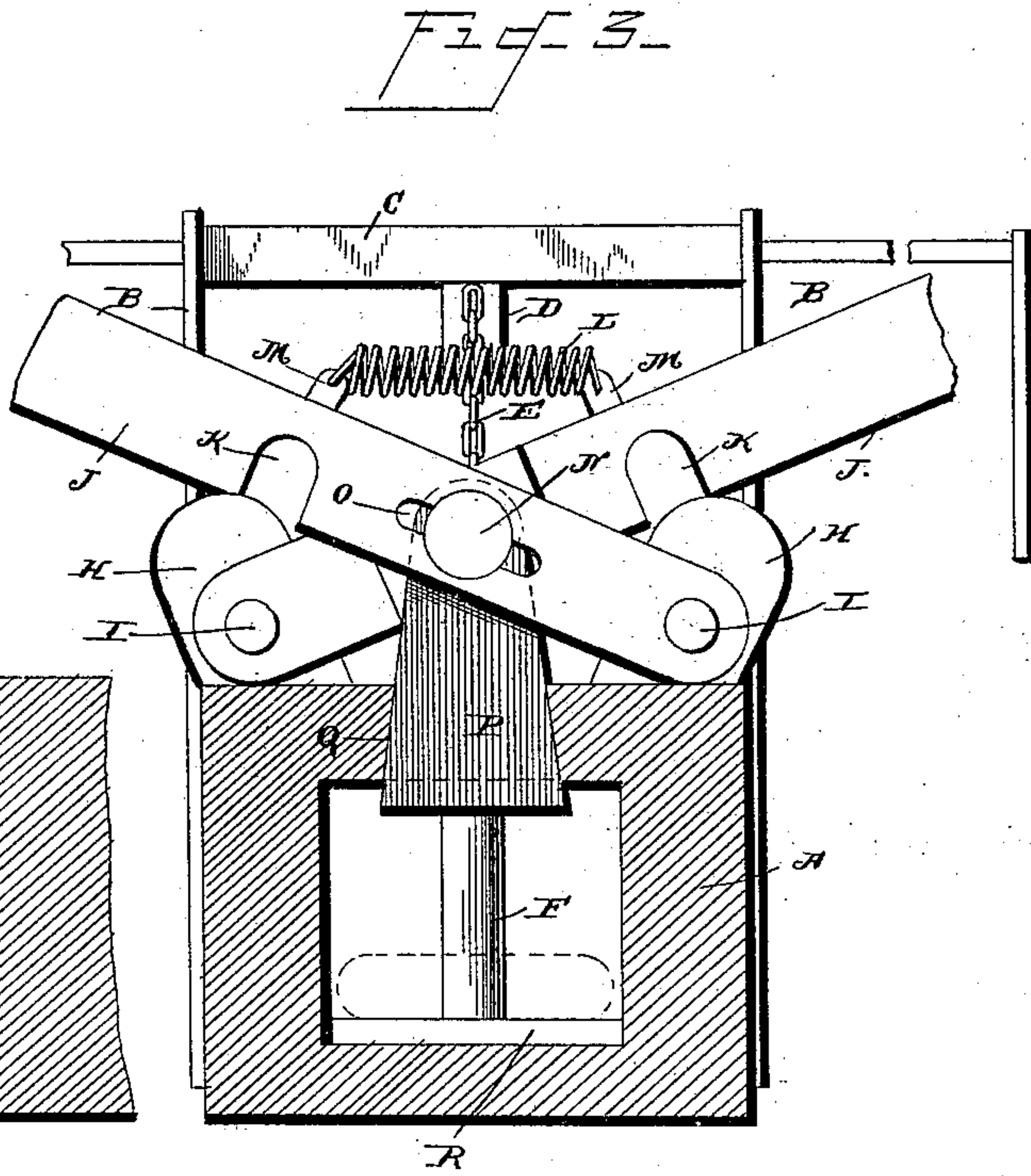
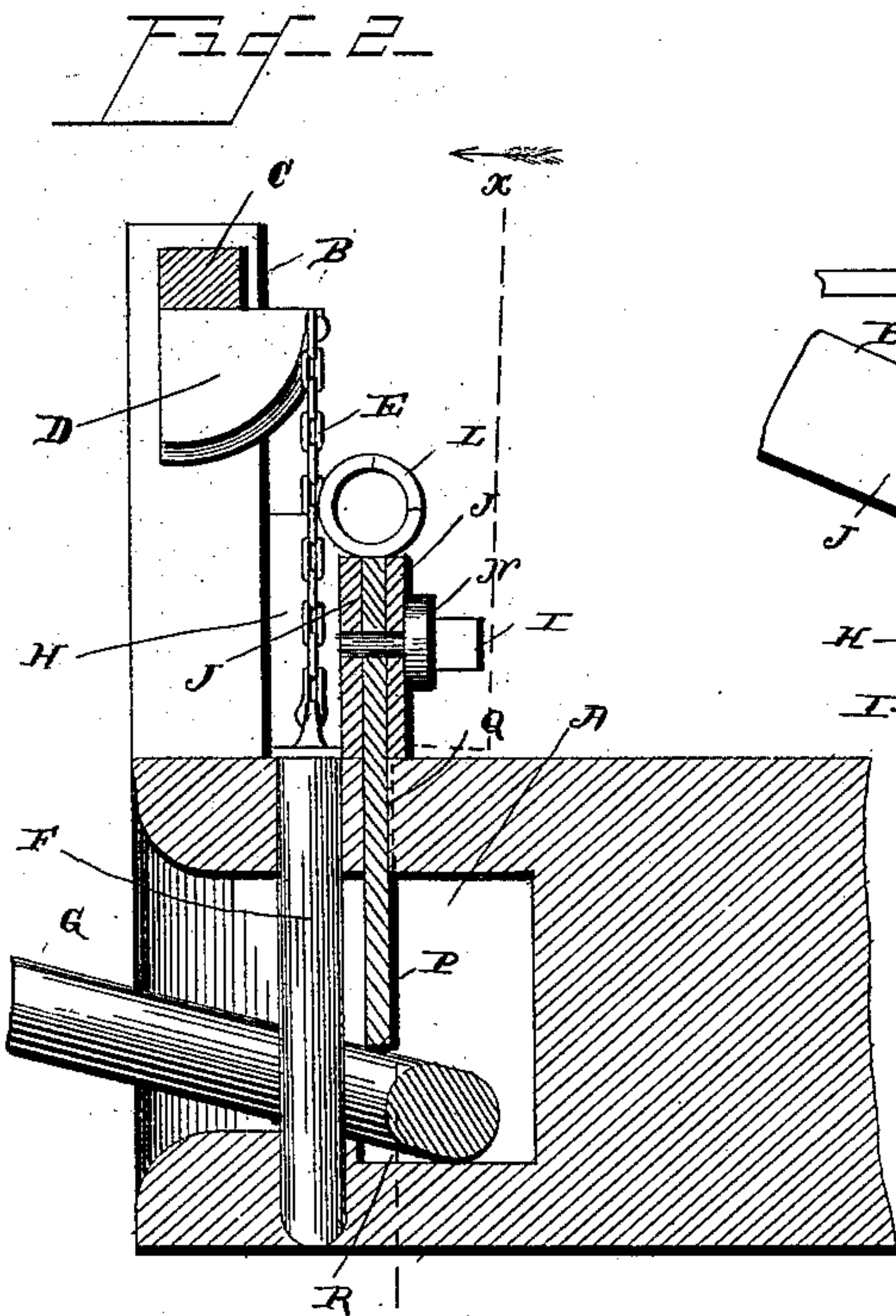
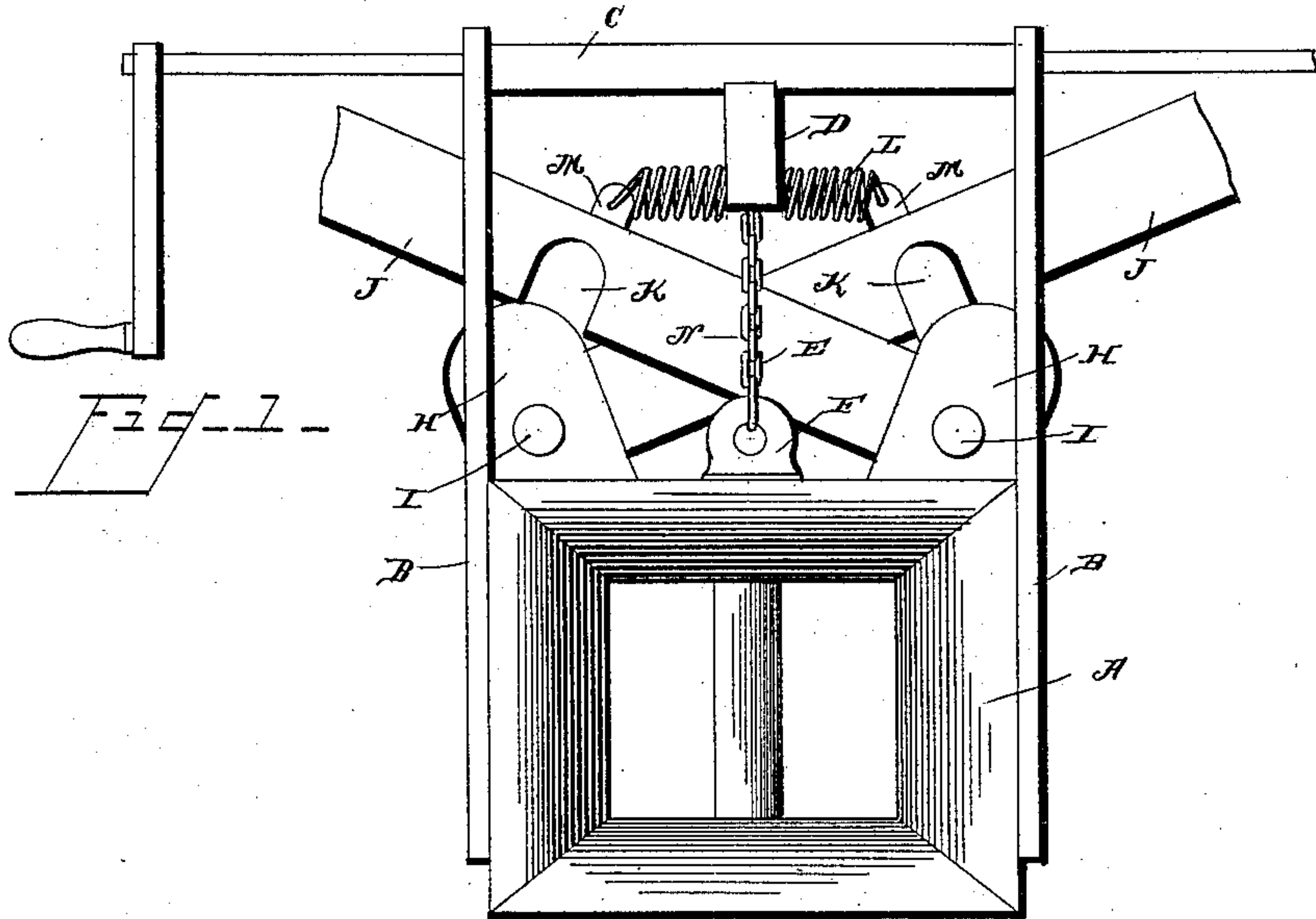


(No Model.)

J. H. KING & B. F. REED.
CAR COUPLING.

No. 420,540.

Patented Feb. 4, 1890.



Witnesses

Geo. C. Frech.

R. W. Bishop,

Inventors
Jonathan H. King.
Benjamin F. Reed

By their Attorneys

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

JONATHAN HOLDEN KING AND BENJIMAN FRANKLIN REED, OF SWAN CREEK, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 420,540, dated February 4, 1890.

Application filed October 30, 1889. Serial No. 328,705. (No model.)

To all whom it may concern:

Be it known that we, JONATHAN HOLDEN KING and BENJIMAN FRANKLIN REED, citizens of the United States, residing at Swan Creek, in the county of Warren and State of Illinois, have invented a new and useful Car-Coupling, of which the following is a specification.

Our invention relates to improvements in car-couplings; and it consists in certain novel features of construction, hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a front view of a car-coupling provided with our improvement. Fig. 2 is a longitudinal section of the same. Fig. 3 is a transverse section on the line $x x$ of Fig. 2, looking in the direction indicated by the arrow.

The draw-head A may be of any desired size, and is of the usual or any preferred construction. At the front end of the draw-head on the sides of the same we erect the standards B, in the upper ends of which we journal a rock-shaft C, having a cam-plate or crank-arm D at its center, to which we secure a chain E, carrying the coupling-pin F. The coupling-pin passes through the draw-head in the usual manner, and an ordinary coupling-link G is inserted into the draw-head and engaged by the coupling-pin, as shown. On the upper side of the draw-head in rear of the standards B we secure or provide the brackets H, in which pivot-pins I are secured, and levers J are pivoted on said pins and extend from the same over the top of the draw-head in contrary directions and project beyond the sides of the draw-head. The levers are provided in their lower edges with the notches or recesses K, so that each lever may fit over the pivot of the other lever, and thereby allow the levers to be depressed to their full extent, and the levers are raised by a spring L, which has its opposite ends secured to the lugs M on the upper edges of the levers, so that when the levers are depressed the spring will be extended, and when the pressure on the levers is removed the spring will be contracted and draw the levers together, so that they will move upward. The forward lever is provided with a pivot-

pin N, which passes through a longitudinal slot O in the rear lever, so that the levers will be caused to operate simultaneously and will not bind together when in use. A pressure-plate P is pivotally mounted on the pin N, and depends therefrom through a transverse slot Q in the top of the draw-head, so as to bear on the inner end of the coupling-link and depress the same into a recess R in the floor of the draw-head.

From the foregoing description the operation and advantages of our improved coupling are thought to be obvious. When it is desired to couple two cars together, the link is secured manually in one draw-head, and the cars are then made to approach. As the cars come together the lever on either side is depressed, thereby pushing the presser-plate onto the inner end of the link, so that the said end will be lowered and the outer end raised, and thus effectually guided into the opposing draw-head. When the coupling has been effected, the pressure on the lever is released, and the spring at once draws the upper portions of the levers together, so that the presser-plate will be raised and the links allowed to assume a horizontal position. When it is desired to uncouple the cars, the rock-shaft will be rotated, thereby lifting the coupling-pin out of engagement with the link, so that the link may be withdrawn from the draw-head.

Our improved coupling is very simple, and by its use the coupling-link will be held in proper position at all times and positively guided into the draw-head.

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

1. The combination, with the draw-head, of the levers pivotally mounted on the upper side of the same near the opposite edges thereof, the presser-plate having a common pivotal connection with the levers and depending therefrom into the draw-head, and a spring secured on the upper edges of the levers and connecting the same, as set forth.

2. The combination, with the draw-head, of the levers pivotally mounted on the upper sides of the same, and each provided with a

notch or recess to engage the pivot of the
other lever, the presser-plate having a com-
mon pivotal connection with the levers and
depending therefrom into the draw-head, and
5 the spring secured to the upper edges of the
levers, as set forth.

In testimony that we claim the foregoing as

our own we have hereto affixed our signatures
in presence of two witnesses.

JONATHAN HOLDEN KING.

BENJIMAN FRANKLIN REED.

Witnesses:

F. A. ROBERTS,

H. WARREN.