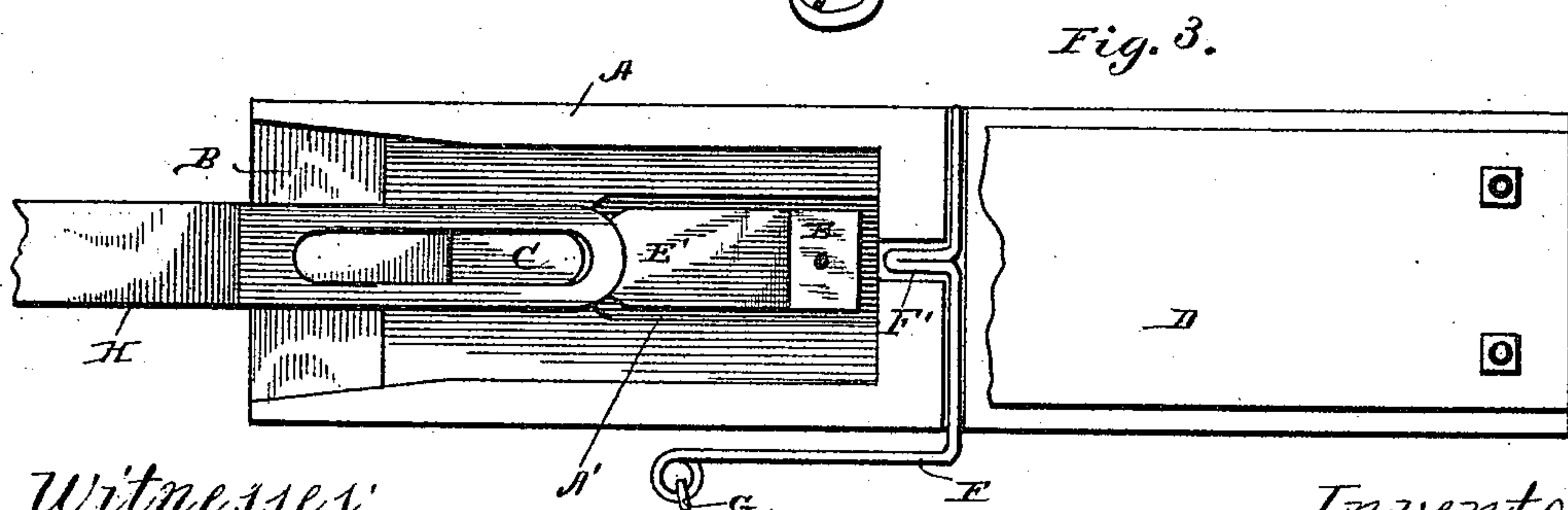
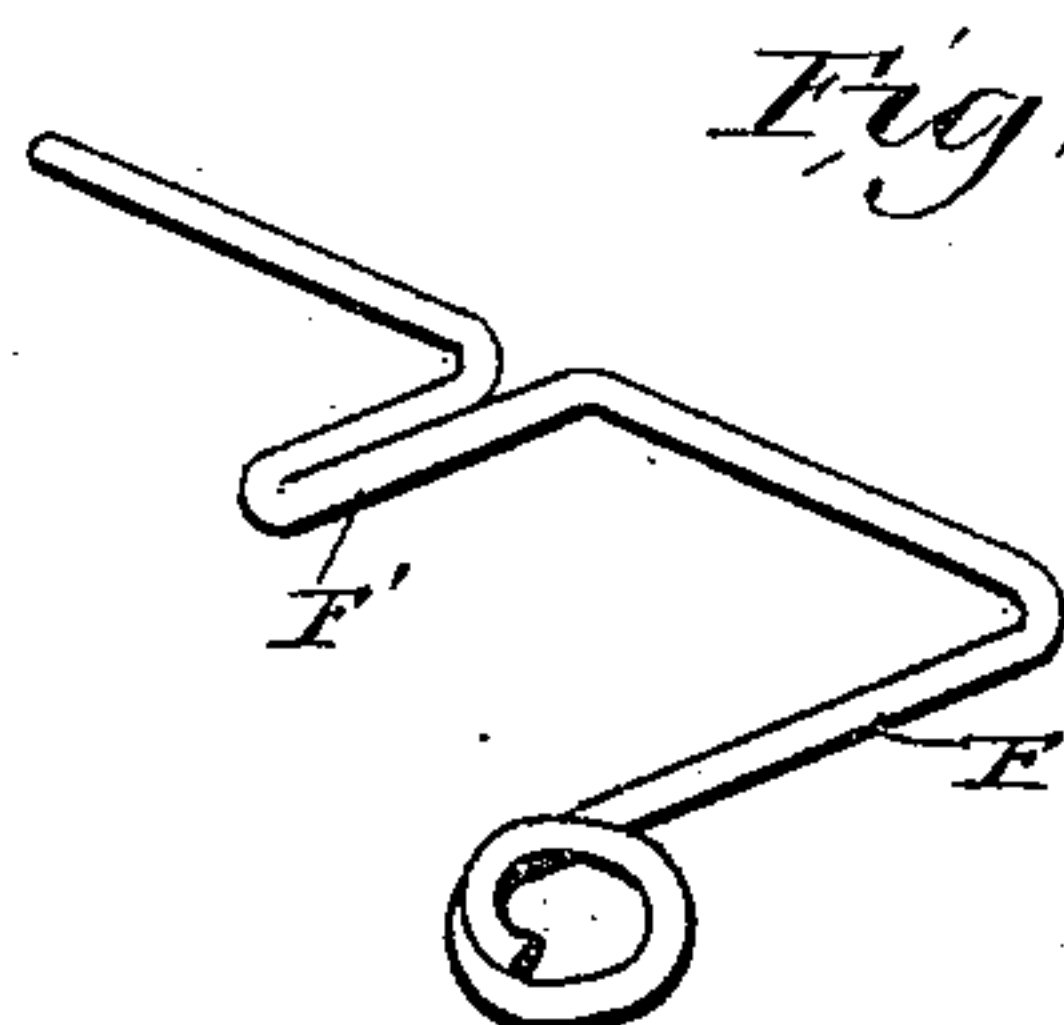
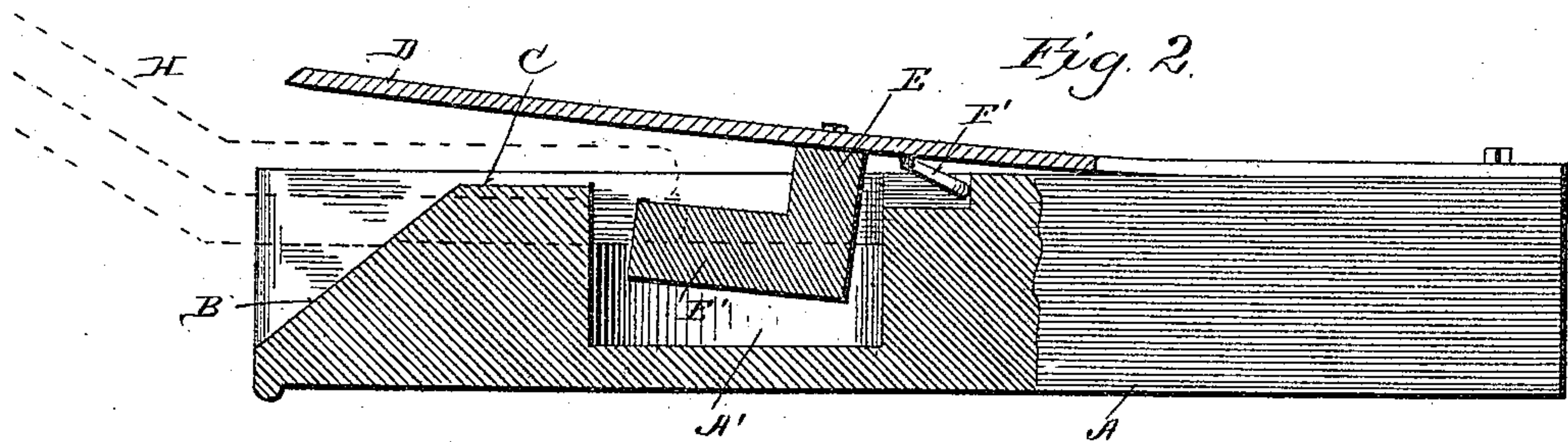
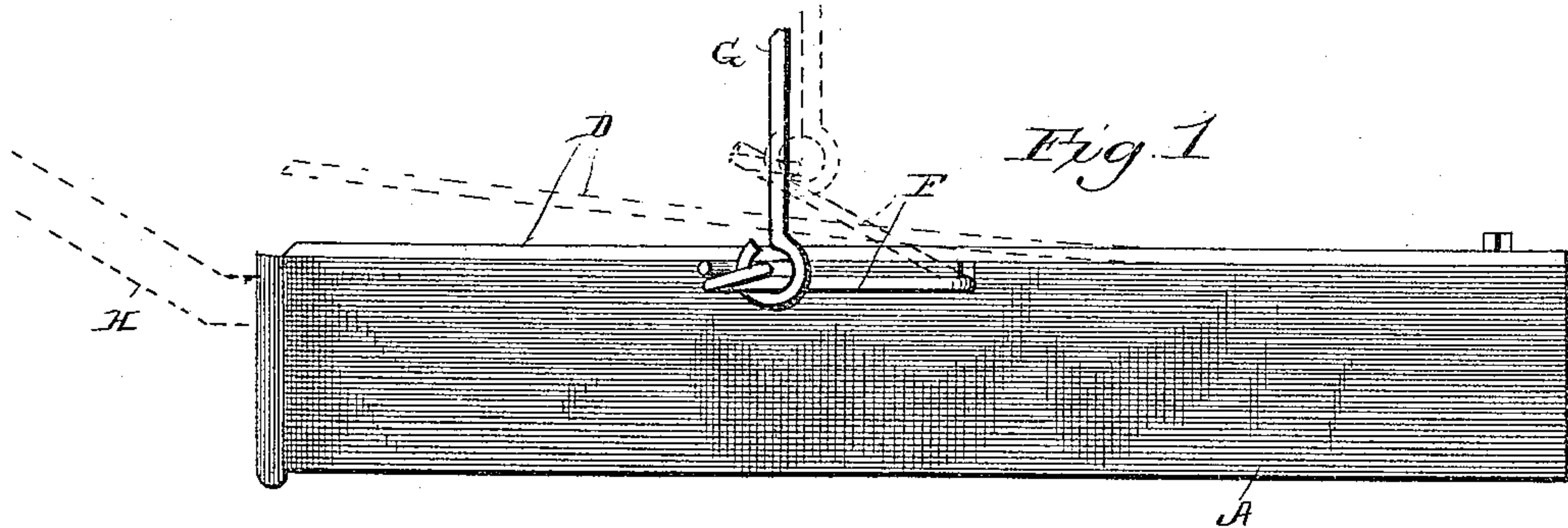


(No Model.)

J. C. BURNS.
CAR COUPLING.

No. 440,134.

Patented Nov. 11, 1890.



Witnesses:

Harry S. Rotun.

M. E. Perry.

John Calvin Burns

by
Crosby & Dorian
his attorneys

Inventor,

UNITED STATES PATENT OFFICE.

JOHN CALVIN BURNS, OF HUGHES SPRINGS, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 440,134, dated November 11, 1890.

Application filed April 22, 1890. Serial No. 348,961. (No model.)

To all whom it may concern:

Be it known that I, JOHN CALVIN BURNS, a citizen of the United States, residing at Hughes Springs, in the county of Cass and State of Texas, have invented certain new and useful Improvements in Car-Couplers; 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 the letters of reference marked thereon, which form a part of this specification.

My invention relates to car-couplers, and its objects are, first, to couple cars of varying altitude; second, to couple the cars automatically; third, to uncouple from the top or side of the car; fourth, to dispense with pins, and, fifth, to attain these ends with structural simplicity and economy. I attain these purposes by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation of a draw-head having my invention applied thereto. Fig. 2 is a longitudinal central section thereof. Fig. 3 is a plan view of the same, partly broken away; and Fig. 4 is a detail view of the operating-lever.

The same designations indicate corresponding parts in the views.

The draw-head A, having a recess A' and a

sloping projection C from the base thereof, is provided with an elastic cover D, to which an arm E E' is screwed. The projection C engages one end of the bent link H, which is disengaged therefrom by the vertical elevation of the arm E', on which it rests. This elevation is caused by the crank-lever F, centrally bent upon itself to form a lifting-arm F', by which the cover D is raised. This manipulation is effected by actuating connecting-rod G, either from the top or side of the car. The counterpart draw-head is similarly constructed. Pins are entirely dispensed with. The cover D may be hinged, if preferred.

Having thus fully described my improvements, what I claim is—

As an improved article of manufacture, a car-coupler whose draw-head is provided with an elastic cover having a link-lifting arm secured thereto, a lever for oscillating said cover, performing the duplex function of disengaging the link and permitting its egress, a sloping projection from the base of said draw-head engaging the link in contact, and the bent link, herein shown and described.

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

JOHN CALVIN BURNS.

Witnesses:

W. N. HOOPER,
JNO. D. HEDICK.