

(No Model.)

C. WEEKS & J. E. BUSH.
CAR COUPLING.

No. 447,035.

Patented Feb. 24, 1891.

Fig. 1.

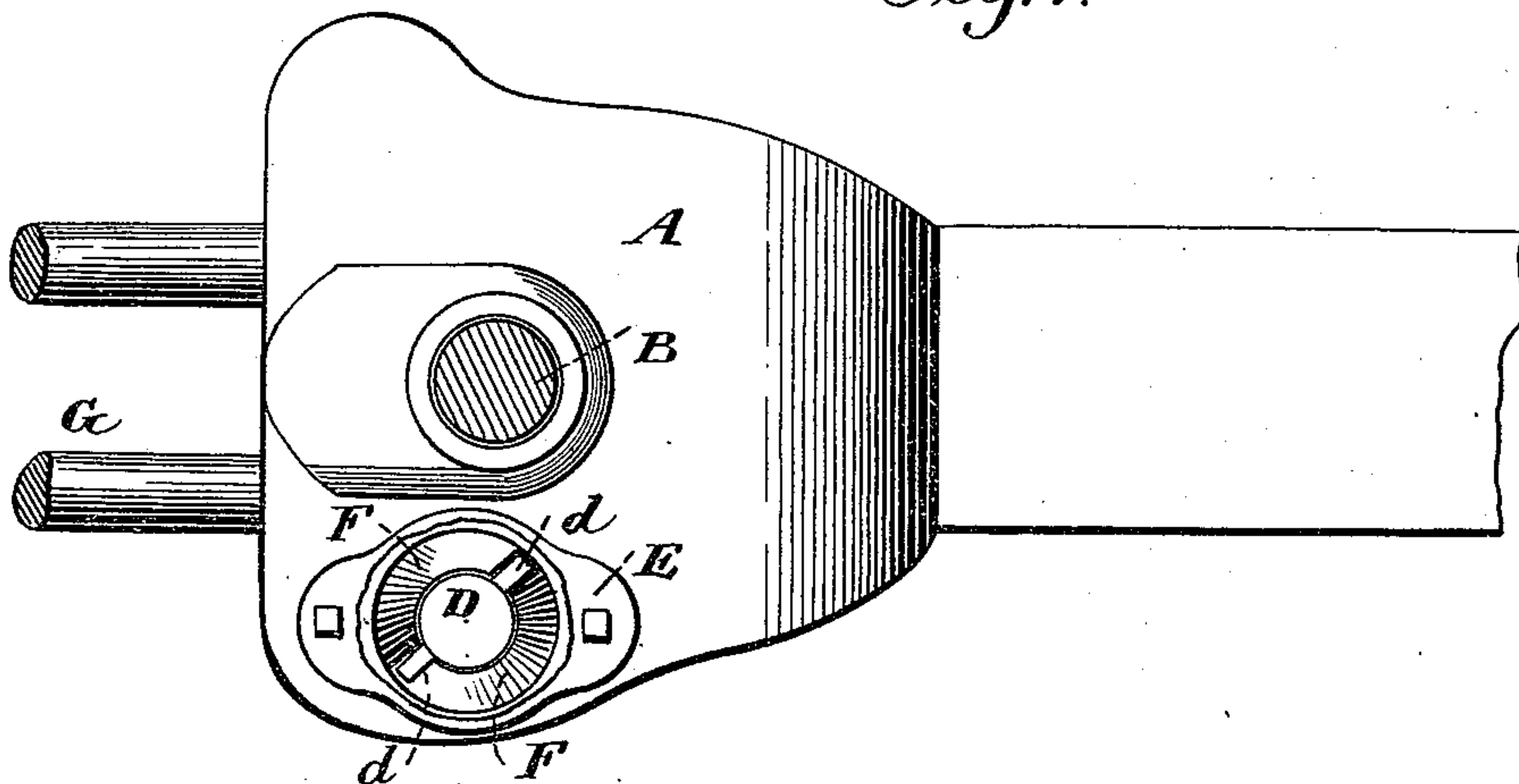


Fig. 2.

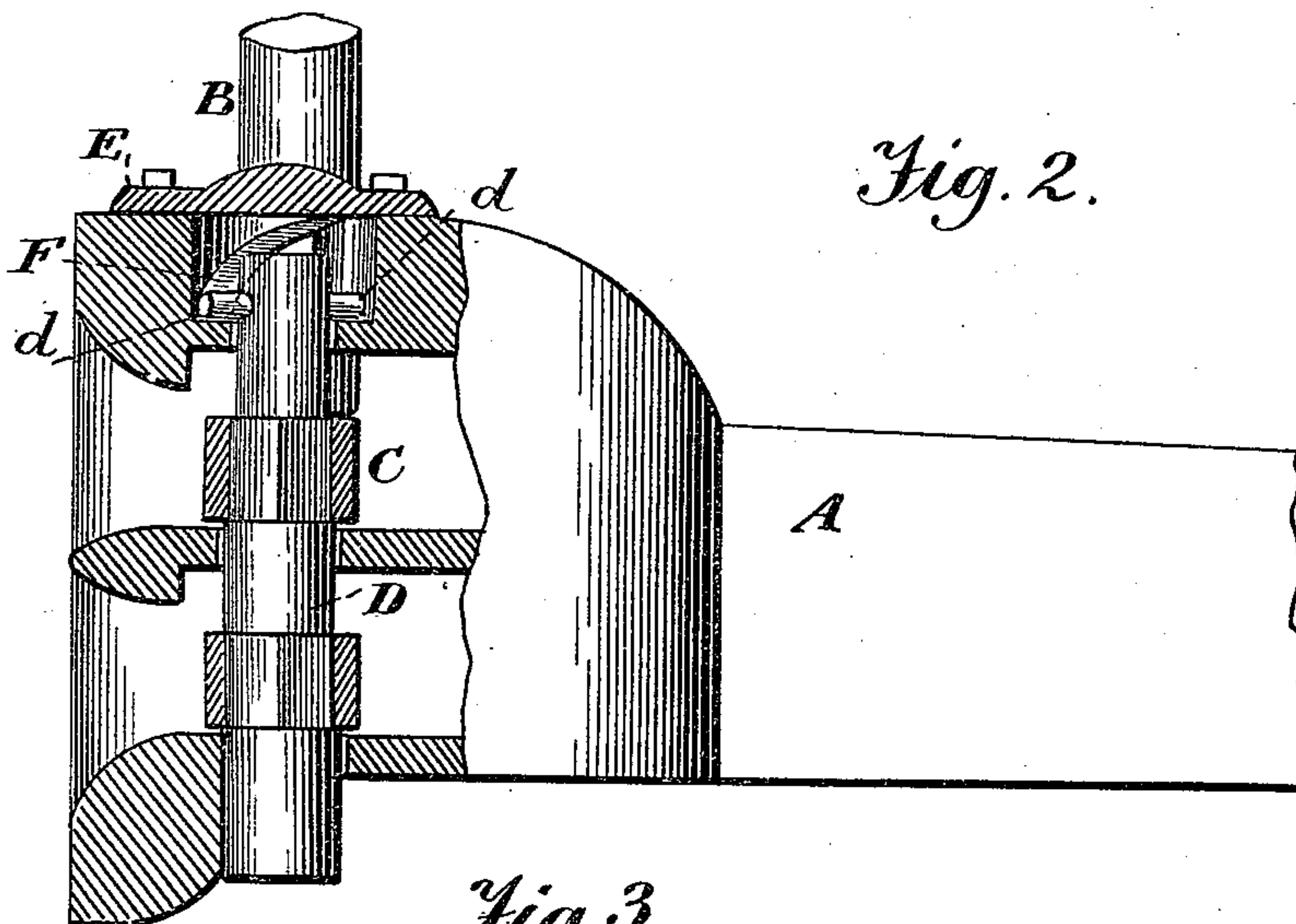
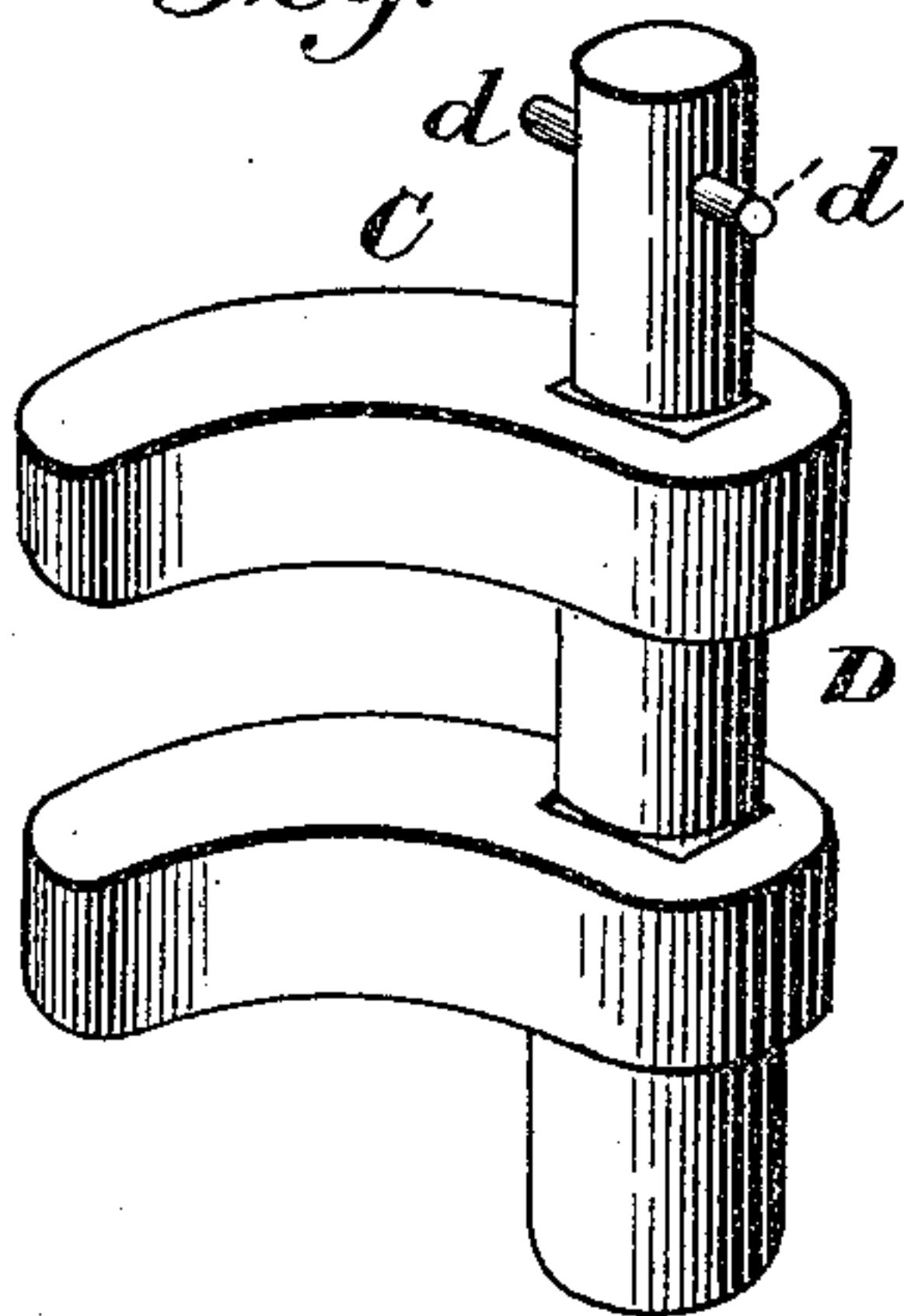


Fig. 3.



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CLAYTON WEEKS AND JOHN E. BUSH, OF HOBART, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 447,035, dated February 24, 1891.

Application filed November 15, 1890. Serial No. 371,590. (No model.)

To all whom it may concern:

Be it known that we, CLAYTON WEEKS and JOHN E. BUSH, citizens of the United States, residing at Hobart, in the county of Delaware and State of New York, have invented certain new and useful Improvements in Car-Couplers; and we do hereby 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.

The special object of our invention is to make the support for a car-coupler pin so that it will yield to the pressure of the incoming link, and then as soon as the pressure is withdrawn by the removal of the link automatically take its place under the pin.

The invention consists in the particular means which we employ to cause the pin-support to take its place beneath the pin.

Figure 1 of the drawings is a plan view of a draw-head provided with our invention; Fig. 2, a vertical section thereof, and Fig. 3 a detail view of the spindle.

In the drawings, A represents the draw-head, which is preferably divided horizontally into two equal compartments; but there may be only one.

B is an ordinary coupling-pin, which may be lifted for uncoupling by any of the usual mechanical devices employed for that purpose, and which we support or hold up by an arm C on the loose spindle D, passing through the draw-head near the front end of the draw-head and at one side of the drop-pin B. This spindle is protected from the top by a turn-cap E, and is provided near its upper end

with the opposite arms *d d*, which prevent it from falling through the draw-head. These arms *d d* rest at the bottom of two opposite and reversed cams F F, which are fixed and immovable. In this position the arm C is under the lower end of the pin; but when the link G pushes against the said arm the latter swings back about a quarter-revolution, thus turning the spindle in an arc of ninety degrees. As the spindle D is obliged to turn on the cams F F with its arms *d d*, it is lifted nearly to the height of the cams, so that when the pin is lifted out for uncoupling and the link withdrawn the arms *d d*, actuated by gravity, slide down the cams and turn on an arc of ninety degrees, the spindle being thus rotated exactly enough to bring the support C directly under the pin B.

Having thus described all that is necessary to a full understanding of our invention, what we claim as new, and desire to protect by Letters Patent, is—

In a car-coupling where the pin and link are employed, the combination, with the draw-head, drop-pin, and arm C for supporting said pin, of a spindle D, loose in the draw-head, attached to said arm C and provided near the top with the opposite arms *d d*, and the opposite cams F F made on the inside of the draw-head, as and for the purpose described.

In testimony whereof we affix our signatures in presence of two witnesses.

CLAYTON WEEKS.
JOHN E. BUSH.

Witnesses:

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