

(No Model.)

J. H. PRIESTLEY.
CAR COUPLING.

No. 449,805.

Patented Apr. 7, 1891.

Fig. 1.

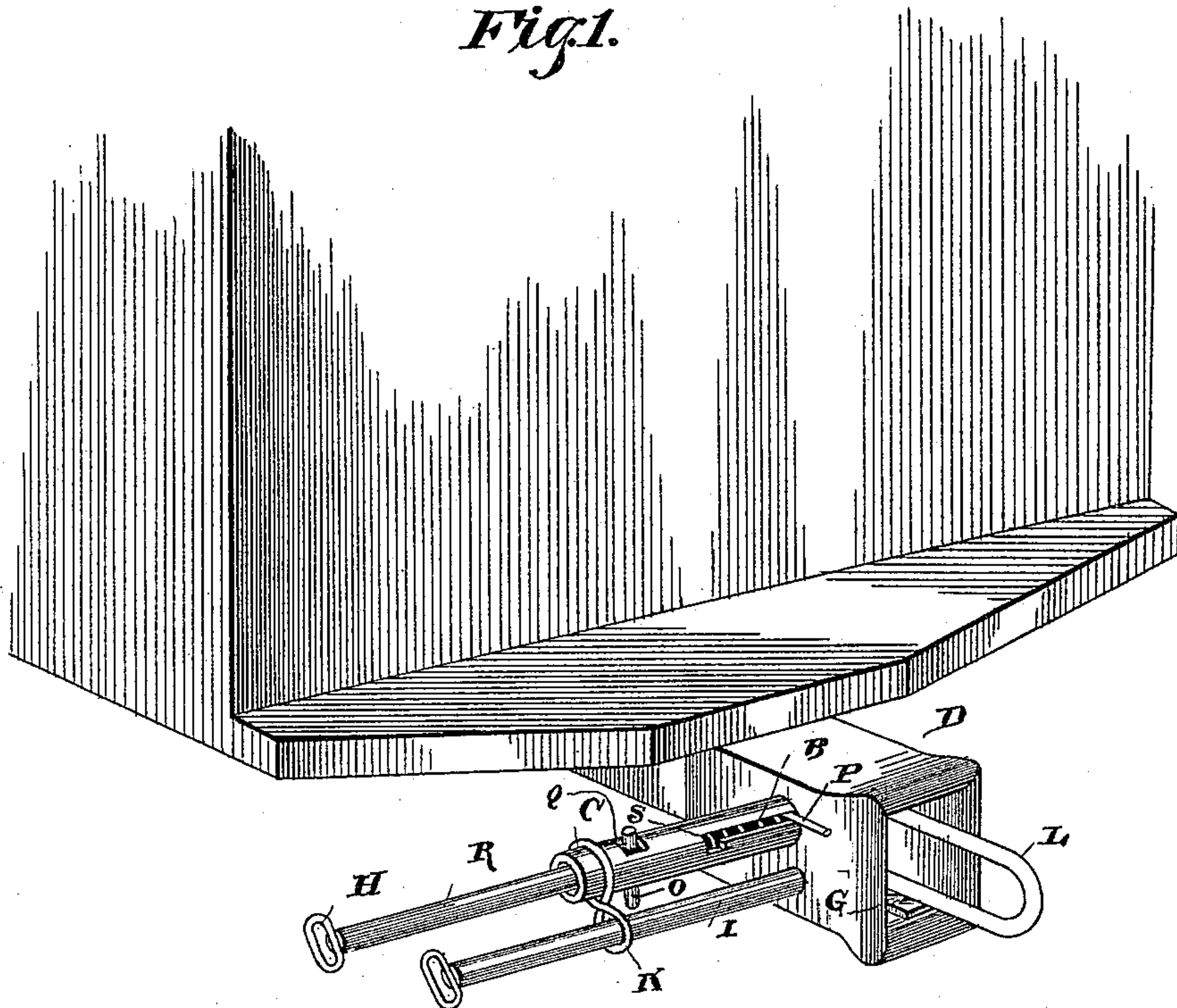


Fig. 2.

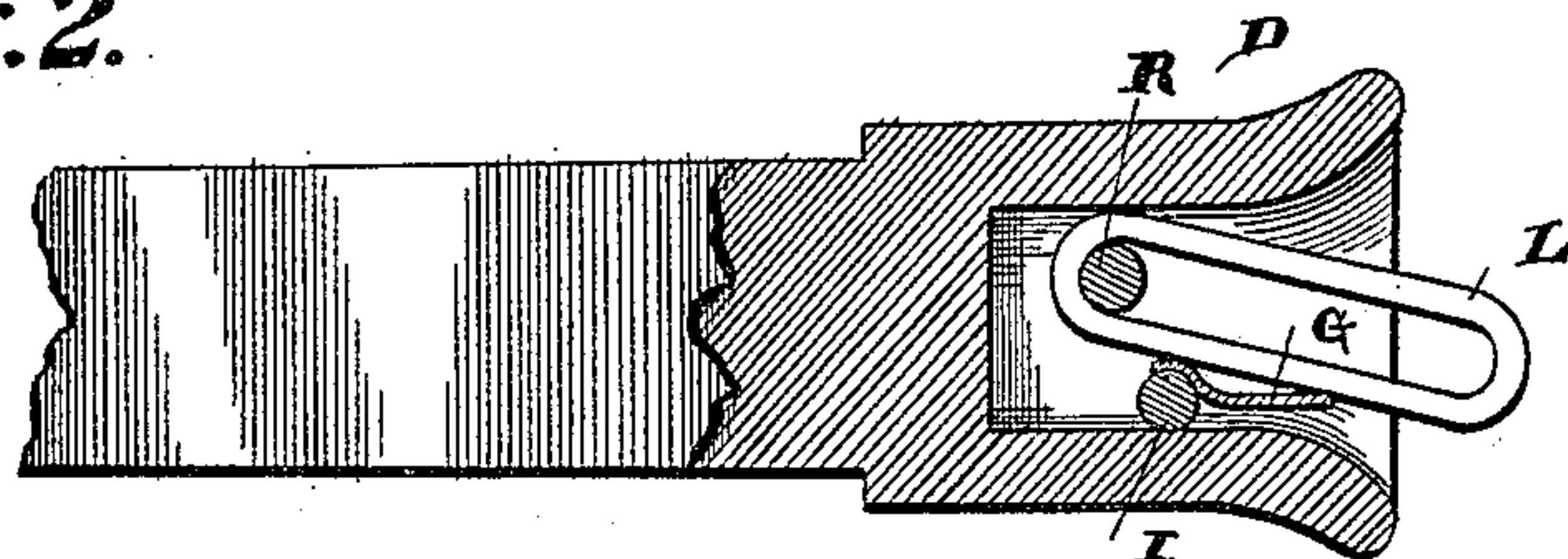
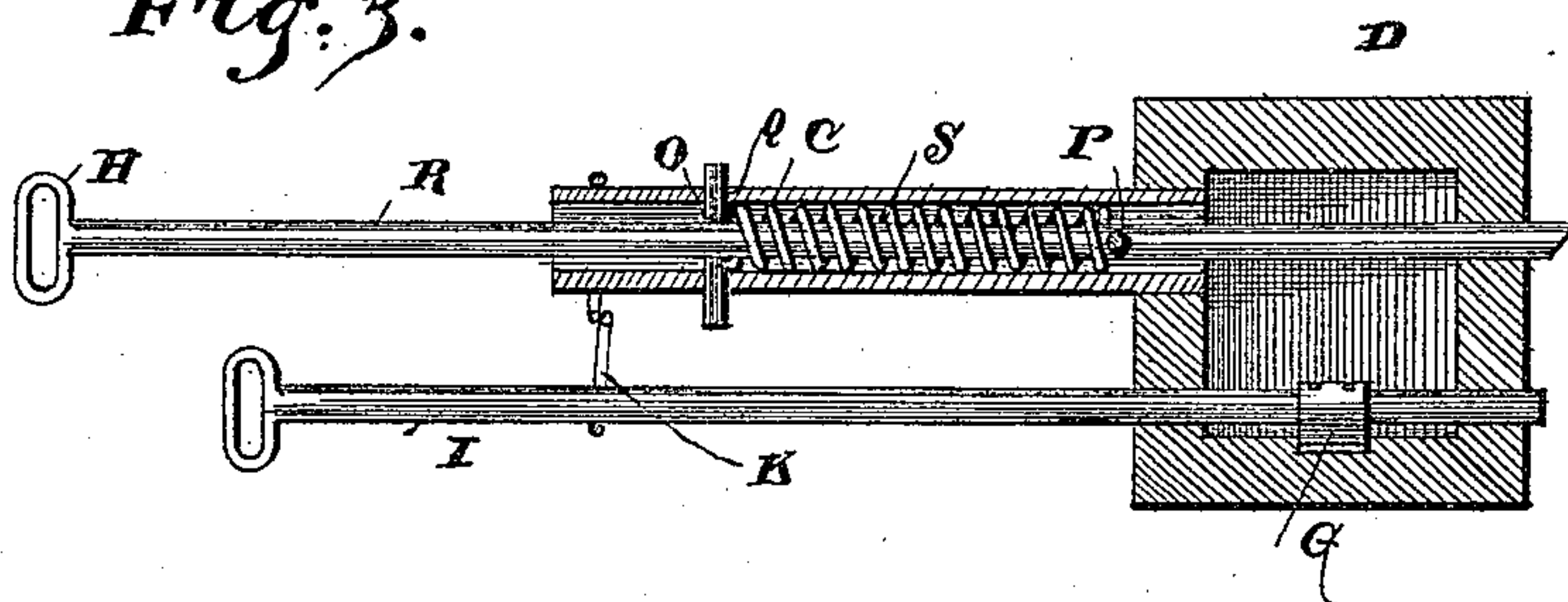


Fig. 3.



Witnesses

B. S. Obar.
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By *his* Attorneys,

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Inventor
John H. Priestley.

UNITED STATES PATENT OFFICE.

JOHN H. PRIESTLEY, OF MERIDEN, IOWA, ASSIGNOR, BY MESNE ASSIGNMENTS, OF ONE-HALF TO JOHN JEFFERY, SR.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 449,805, dated April 7, 1891.

Application filed January 17, 1891. Serial No. 378,130. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. PRIESTLEY, a citizen of the United States, residing at Meriden, in the county of Cherokee and State of Iowa, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings; and the object of the same is to produce certain improvements in devices of this character.

To this end the invention consists of the details of construction hereinafter more fully described and claimed, and as illustrated in the accompanying sheet of drawings, wherein—

Figure 1 is a perspective view of the end of a box-car with my improved coupler attached. Fig. 2 is a central longitudinal section of the draw-head. Fig. 3 is a transverse section through the draw-head and cylinder.

Referring to the said drawings, the letter D designates a draw-head supported in any preferred manner by the car and having a mouth of such shape that the link L, which passes thereinto, will stand in a vertical plane. Projecting laterally from one side of the draw-head is a cylinder C, having in one or both sides a slot B, bent laterally at its outer end in the form of a slot, such as is used in a bayonet-joint. Through the cylinder extends a rod R, having a handle H at its outer end, and the inner end of this rod is adapted to pass transversely through the link L when pressed inwardly. A pin P passes transversely through this rod with its end or ends moving loosely in the slot or slots B, and upon the rod is coiled a spring S, which bears at one end against said pin and at the other end against a stop O, which passes through a transverse slot Q in the cylinder and through a slot in the rod R. By the expansion of this spring the rod is forced inwardly through the link; but when the brakeman draws the rod out and turns it slightly, so as to engage the pin in the angle of the slot, the end of the rod will be held out of operative position.

Journaled in the draw-head and in a bracket K of 8 shape, which includes the cylinder C, is the link-lifter rod I, and secured to this rod within the draw-head is a finger

G. The outer ends of the rods R and I extend laterally to such point as to be within reach of a brakeman beside the track, as will be clearly understood.

In operation the brakeman can raise the link by turning the rod I, and in this manner guide it into the draw-head of an approaching car; or if the link be guided into the draw-head shown the rod R is so turned that the pin P will be released from the angle of the slot B, when the spring S will shoot the rod through the link L. To uncouple the cars this rod is withdrawn and turned so that the pin shall enter the above-mentioned angle.

What is claimed as new is—

1. In a car-coupling, the combination, with a draw-head, a transverse coupling-pin therein, and a link detachably mounted on said pin, of a horizontal rod journaled in said draw-head and extending to one side of the car, and a finger secured to said rod within the draw-head beneath the link, as and for the purpose set forth.

2. In a car-coupling, the combination, with the draw-head having a vertical slot therein, and a transversely-extending cylinder having a longitudinal slot in one side bending at right angles at its outer end, of a rod within said cylinder and passing through the draw-head, a pin through said rod, its extremity moving in the slot in the cylinder, a spring pressing said pin normally toward the draw-head, and a handle at the outer end of the rod, as and for the purpose set forth.

3. In a car-coupling, the combination, with the draw-head having a vertical slot therein, and a transversely-extending cylinder having a longitudinal slot in one side bending at right angles at its outer end, of a rod moving within said cylinder and passing through the draw-head and having a slotted body, a stop through the cylinder engaging the slot in said rod, a pin in the rod, its extremity moving in said slot in the cylinder, an expansive spring surrounding the rod between the stop and the pin, and a handle at the outer end of the rod, as and for the purpose set forth.

4. In a car coupling, the combination, with the draw-head having a vertical opening, a transversely-extending cylinder having a

bayonet-slot, and a slotted rod passing through
said cylinder and transversely through the
draw-head, of a stop-pin in said cylinder pass-
ing through the slot in said rod, a bracket
5 supported by said cylinder, a second rod jour-
naled in the bracket and in the draw-head
below the first rod, a finger on the lowermost
rod, a pin through the upper rod engaging
said bayonet-slot, and an expansive spring
10 within the cylinder between said stop and pin,

substantially as and for the purpose herein-
before set forth.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in
presence of two witnesses.

JOHN H. PRIESTLEY.

Witnesses:

ERICK ENOKSON,

G. T. FOSTER.