

(No Model.)

J. J. D. KINGSBURY.
CAR COUPLING.

No. 464,712.

Patented Dec. 8, 1891.

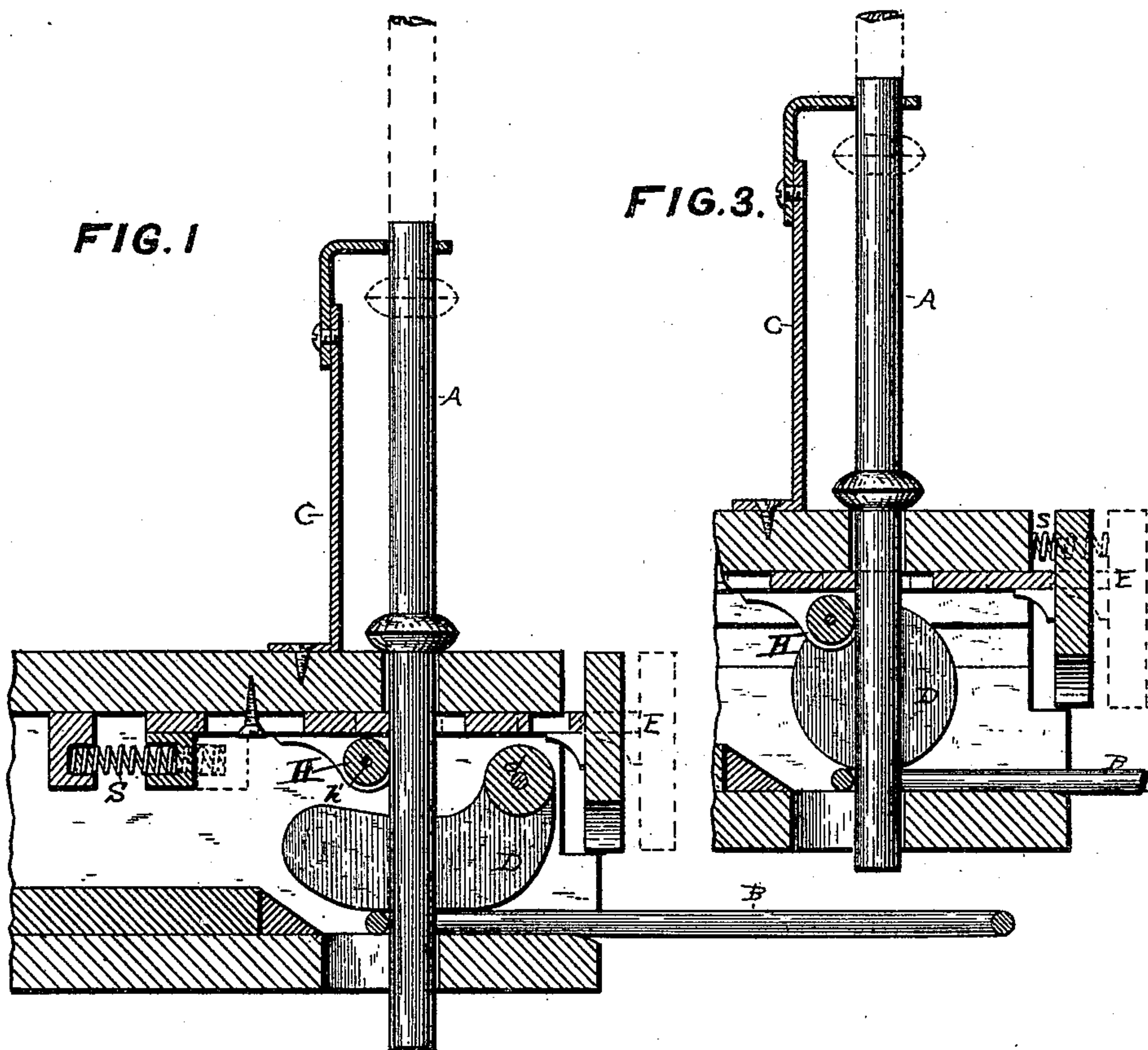


FIG. 2.

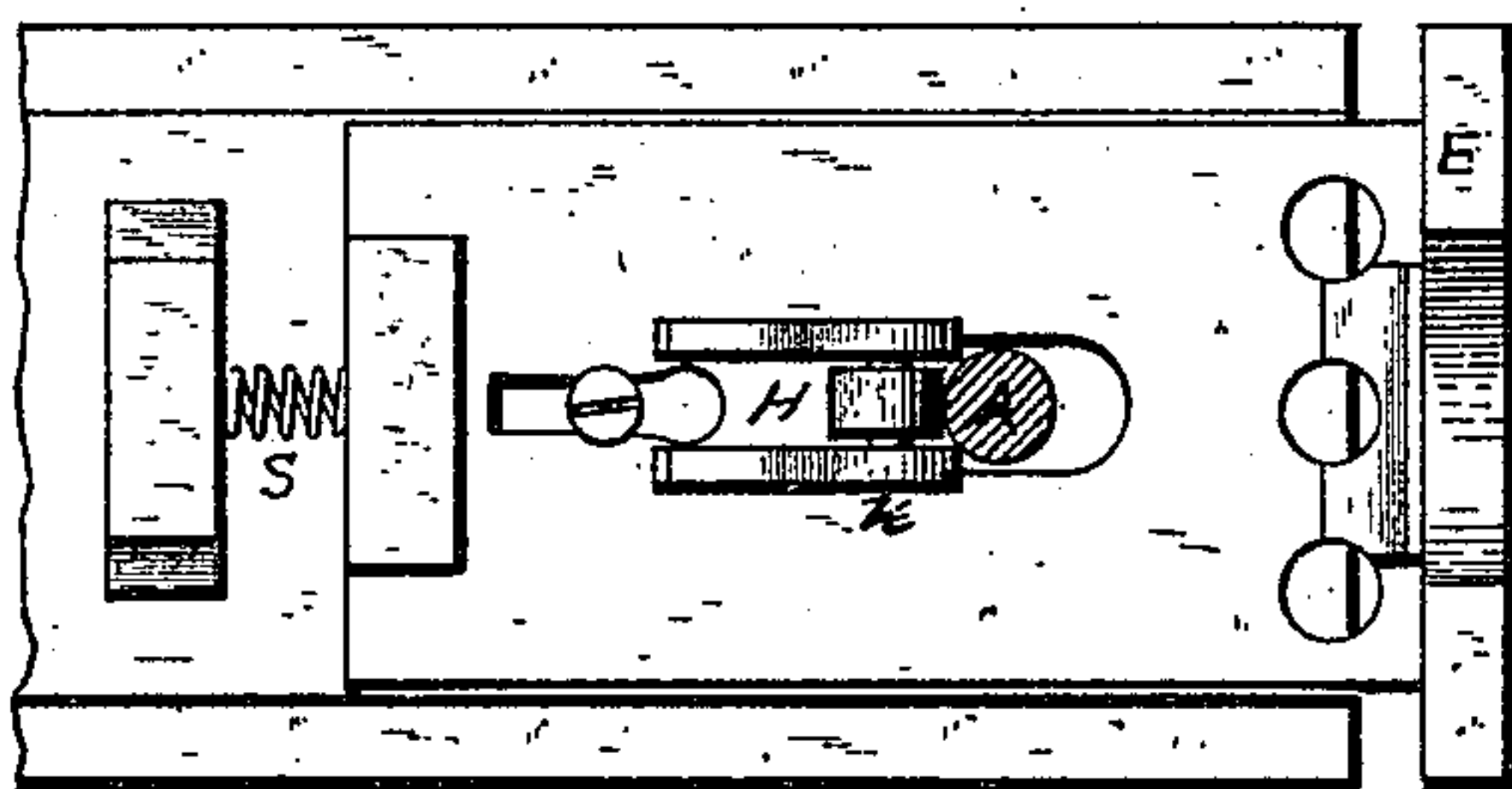
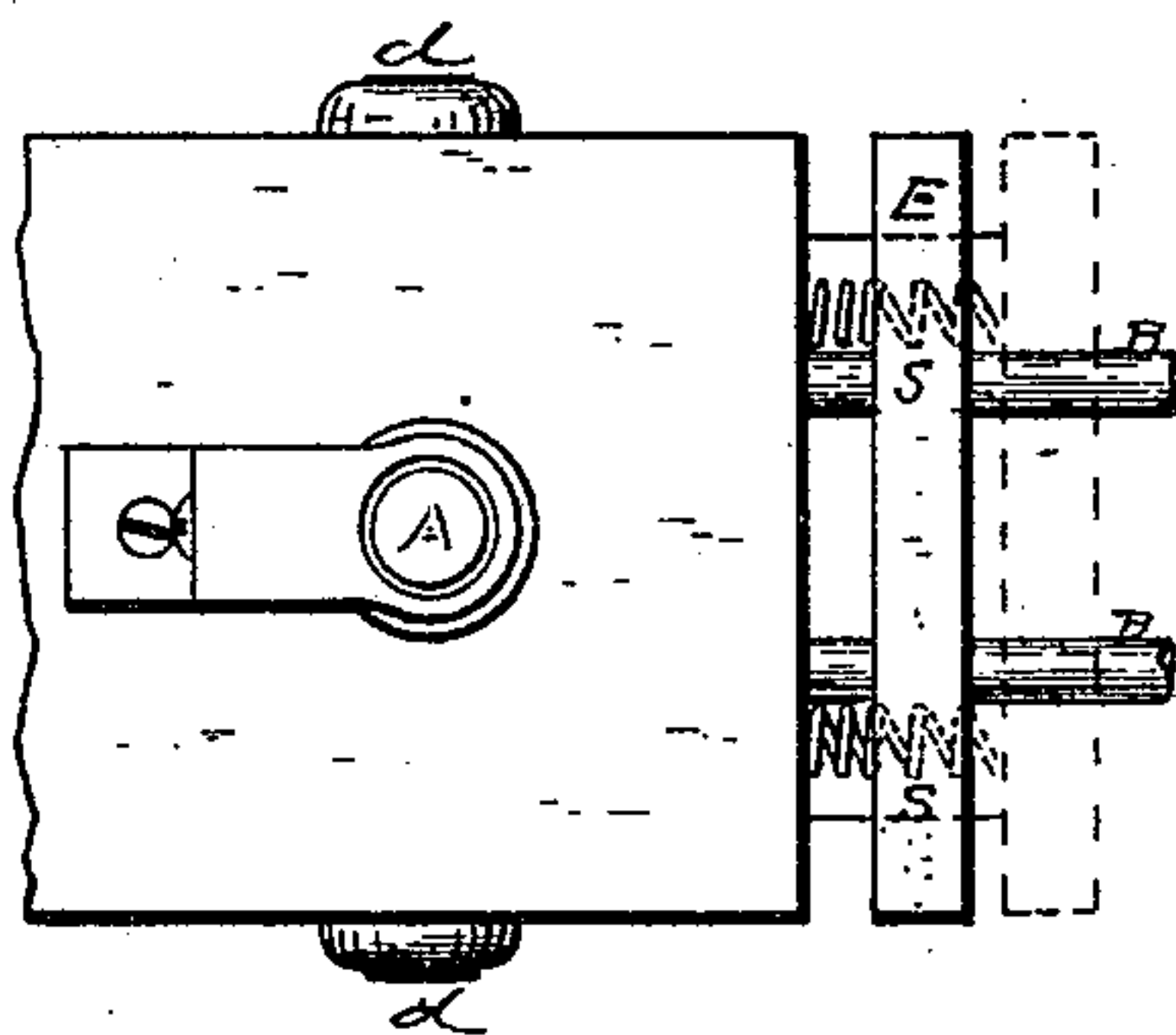


FIG. 4.



ATTEST.

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JOHN J. D. KINGSBURY, OF EAST BLOOMFIELD, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 464,712, dated December 8, 1891.

Application filed April 4, 1891. Serial No. 387,689. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. D. KINGSBURY, of East Bloomfield, county of Ontario, State of New York, have invented a new and useful
5 Improvement in Car-Couplers, of which the following is a specification.

In the accompanying drawings, Figure 1 is a longitudinal sectional elevation. Fig. 2 is a plan showing the lower side of the upper
10 side of the draw-head. Figs. 3 and 4 are modifications of the balance-weight and spring.

The slide E, operated by the spring S, is so adjusted that when the pin A is drawn into the upper face of the draw-head the slide E,
15 being released by pin A, is forced forward by spring S, covering the opening in draw-head by slide E forming a support for pin A. When two draw-heads come in contact, slide E is forced into draw-head until the opening in
20 the slide E corresponds with the opening in

draw-head occupied by pin A, thereby releasing the pin A, which drops through link B, completing the coupling.

D is a balance-weight pivoted at *d*, and is intended to hold the link B in a horizontal
25 position.

C is a guide for the pin A, and serves the additional purpose of retaining A in position always ready for use.

H is a roller or pulley pivoted at *h'*, to re-
30 duce friction on pin A.

I claim—

The slide E, operated by the spring S, the supporter or guide C to pin A, and the balance-weight D, combined substantially as
35 shown and described.

JOHN J. D. KINGSBURY.

Witnesses:

G. M. COPENHAVER,
D. H. NAYLOR.