

(No Model.)

W. PRICE.
CAR COUPLING.

No. 506,543.

Patented Oct. 10, 1893.

Fig. 1.

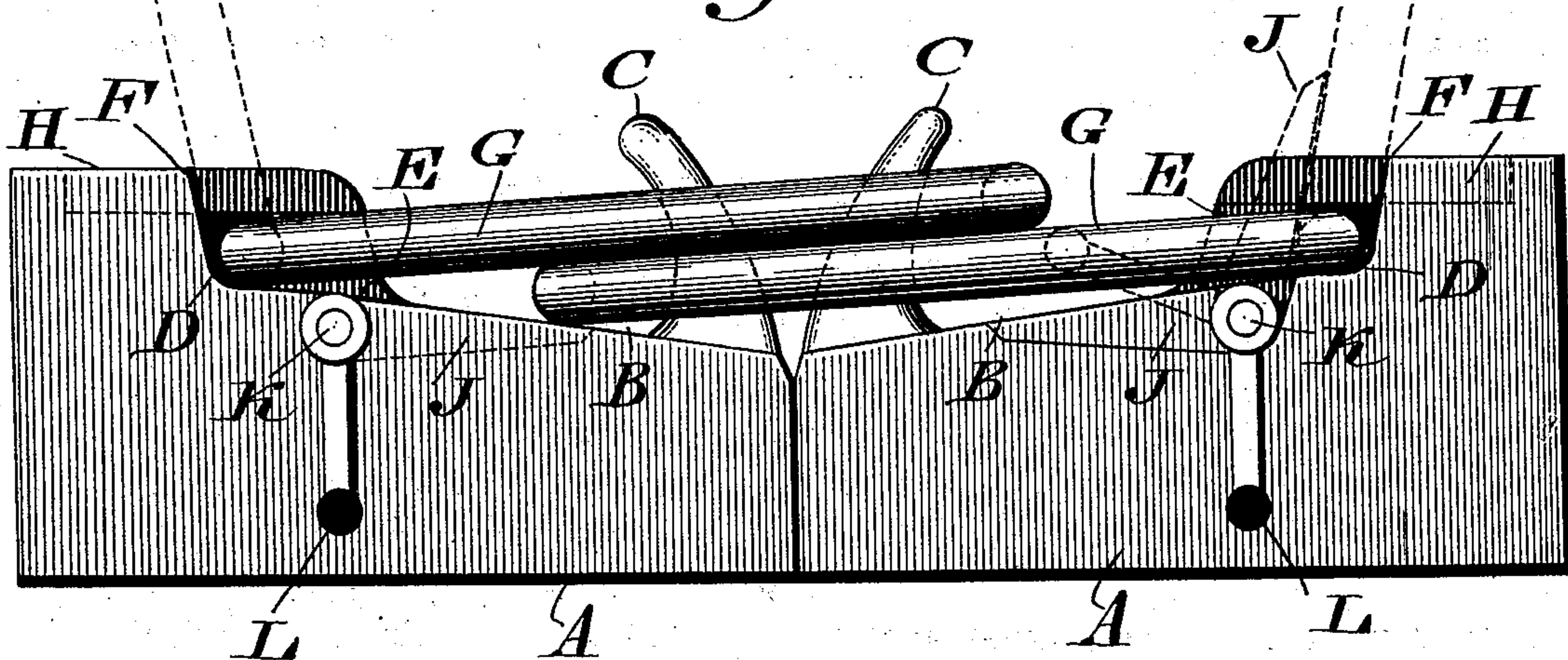
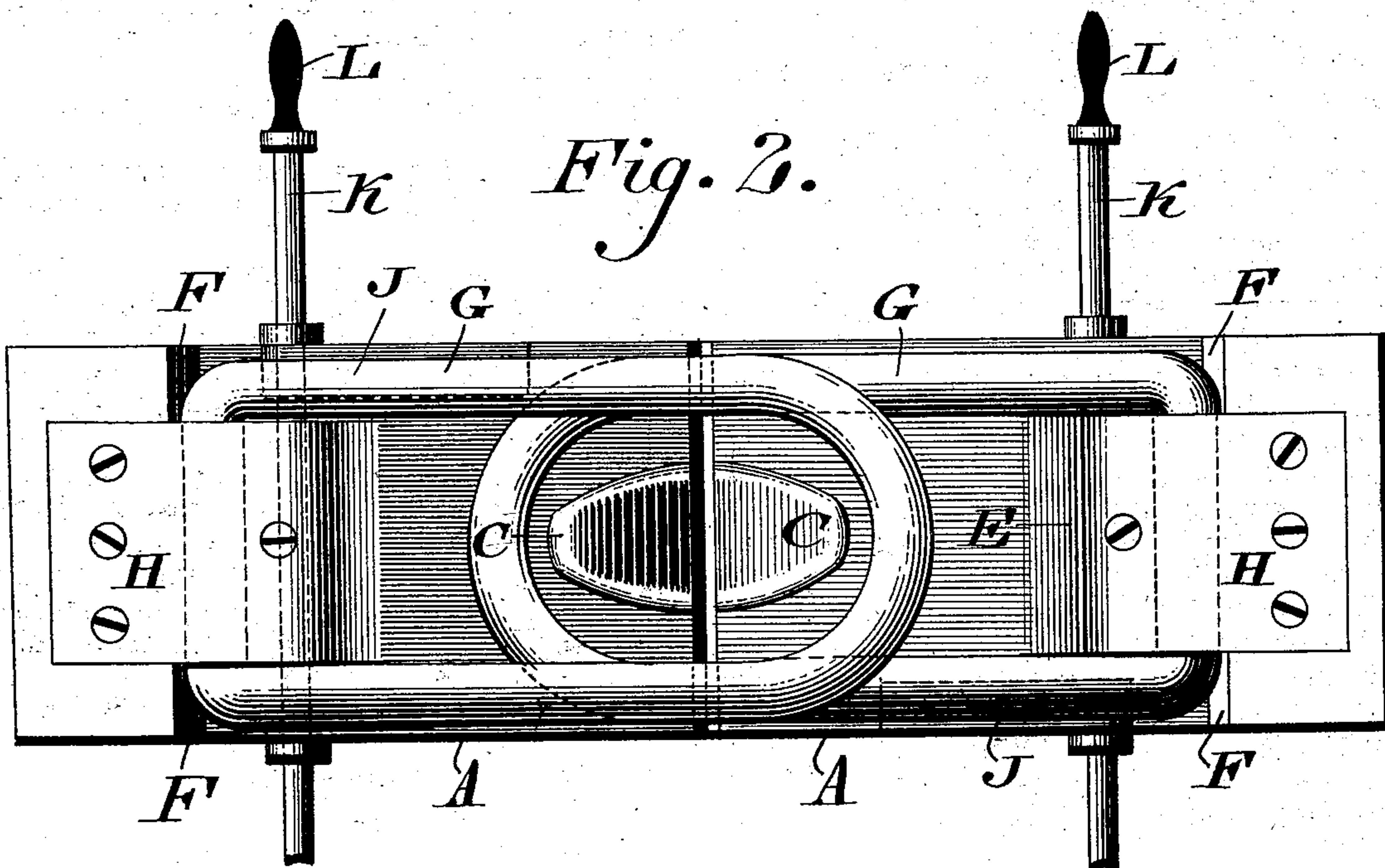


Fig. 2.



WITNESSES:

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 506,543, dated October 10, 1893.

Application filed April 21, 1893. Serial No. 471,255. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM PRICE, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Car-Couplings, which improvement is fully set forth in the following specification and accompanying drawings.

My invention relates to improvements in car couplings, and consists of the combination and arrangement of parts as herein set forth.

Figure 1 represents a side elevation of a car coupling embodying my invention. Fig. 2 represents a top or plan view thereof.

Similar letters of reference indicate corresponding parts in the two figures.

Referring to the drawings: A designates a draw-head which has a sloping top surface B, and is provided with the stationary post or hook C, at the outer ends thereof. The upper end of said surface B has a recess at D, having the projection E, and the shoulder F. One end of a link G is placed in the recess D, and a plate H is fastened over the same, whereby the link may be raised and lowered, it having its axis on the base of the said recess; and receiving the strain of the cars, while acting as a guide for the link, so that a link will be in position to engage the post on the opposite draw-head.

Pivoted to the upper part of the draw-head is the lifting bar or tongue J, which is so situated that the link G is above the same, said bar or tongue being connected with a rod K, which has a crank handle L thereon, whereby said bar may be operated. The shoulders F are employed so that the links may rest

against the same, and thus be held in upright position, as shown by dotted lines Fig. 1.

The operation of the device is as follows: When it is desired to couple the cars, the links G are raised and rested against the shoulders F. The cars come together, and the force of the contact throws down the links and causes them to drop over and engage with the posts C. When it is desired to uncouple the cars the handles L are operated, whereby the bars J are elevated, and the links G are raised and disengaged from the posts, the effect of which is evident. The sloping surface of one draw-head permits the forward end of the link of the draw-head to rest low thereon, and thus prevent disconnection of the link from the post with which it engages.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A car coupling consisting of a draw head having a sloping top with a recess, a shoulder and a post thereon, a link with one end in said recess, and a covering plate for said end, said parts being combined substantially as described.

2. A car coupling consisting of a draw head having a sloping top, a post, a recess and a shoulder at its upper end, a link with one end in said recess, a covering plate for said end of the link, and means for raising said link, said parts being combined substantially as described.

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Witnesses:

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