

No. 616,354.

Patented Dec. 20, 1898.

J. W. PRICE.
CAR COUPLING.

(Application filed Jan. 3, 1898.)

(No Model.)

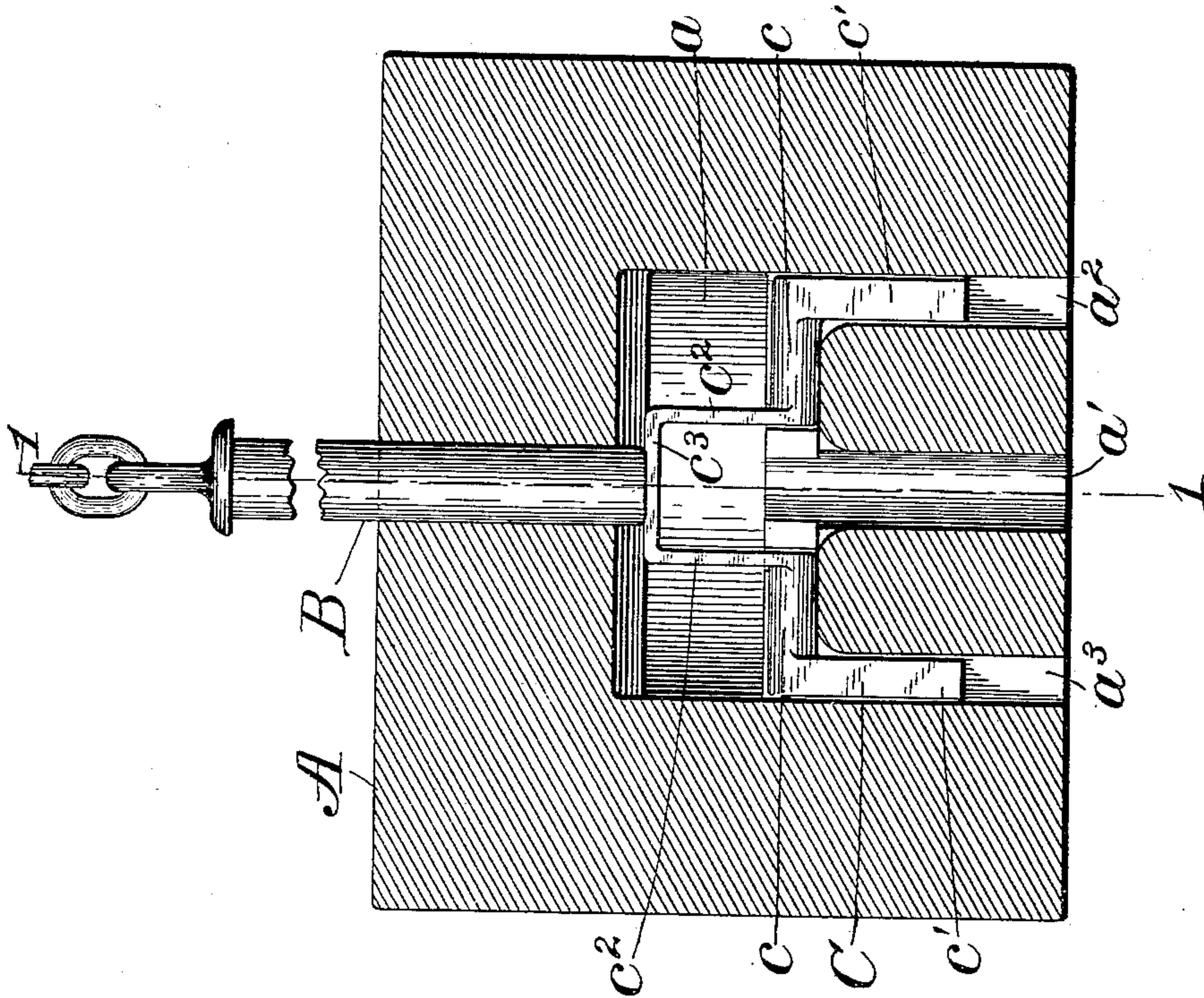


FIG. 2.

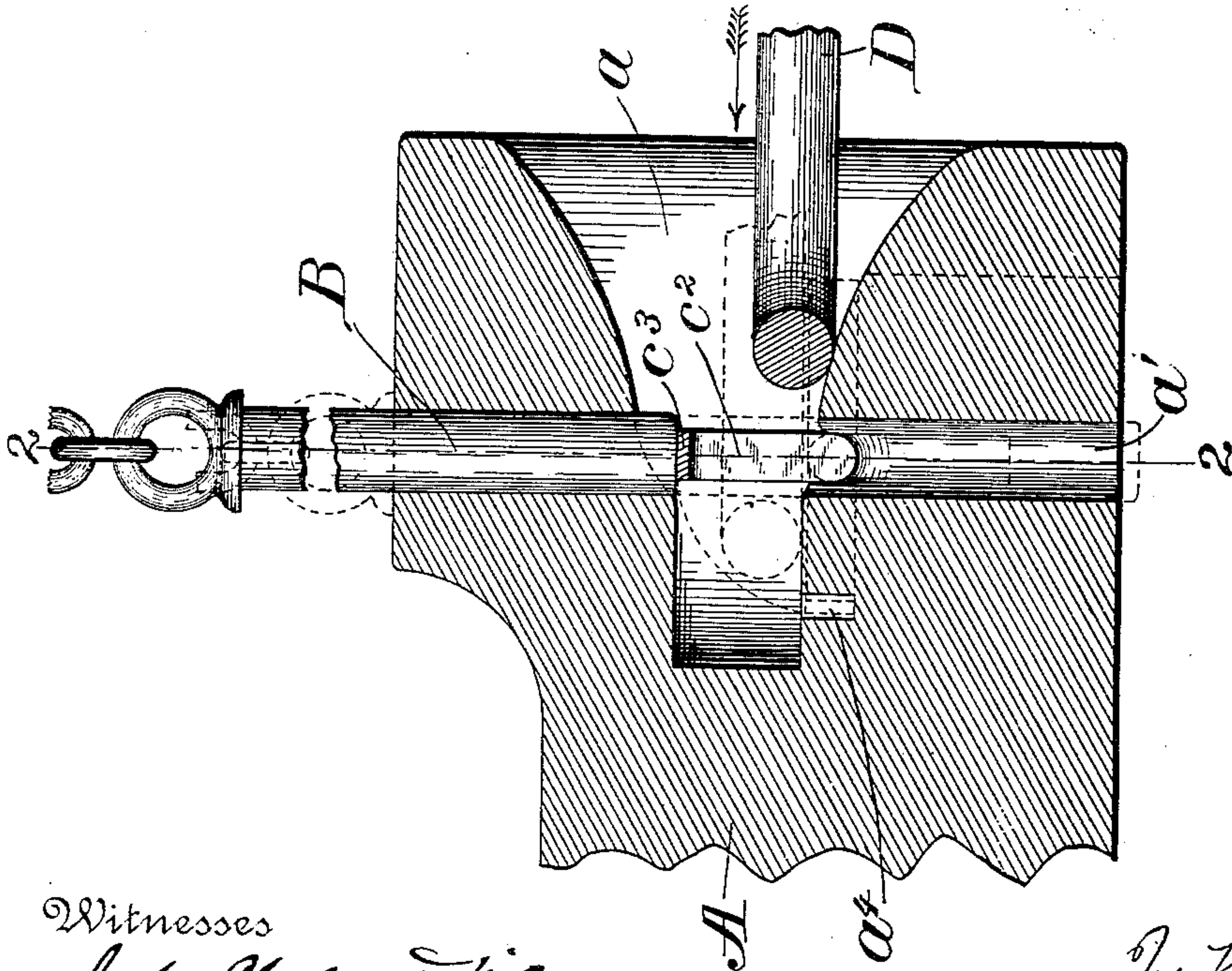


FIG. 1.

Witnesses
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JOHN W. PRICE, OF BELFAST, WASHINGTON.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 616,354, dated December 20, 1898.

Application filed January 3, 1898. Serial No. 666,309. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. PRICE, a citizen of the United States, residing at Belfast, in the county of Skagit, State of Washington, have invented a new, safe, and useful Contrivance and Improvement for Coupling Railway-Cars, of which the following is a description and specification.

My invention relates to improvements in automatic car-couplers; and the objects of my invention are to provide a coupler that will set itself ready for coupling when the coupling-link is withdrawn and that will act automatically to couple the cars when they are brought together.

With these objects in view my invention consists in the construction and combinations of parts, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a longitudinal sectional view taken on the line 1 1 of Fig. 2, and Fig. 2 is a cross-sectional view taken on the line 2 2 of Fig. 1.

A represents the body of the coupling, provided with the aperture a , the perforation a' for the reception of the link-pin b , and the perforations a^2 a^3 , extending from the aperture a through the lower part of the coupling. The perforations a' , a^2 , and a^3 are in a straight line at the rear. Mounted in a groove a^4 , cut in the floor of the aperture a , is a pin-support C. This, as shown in Fig. 2, consists of two vertical parts or arms c' , two horizontal parts c , two vertical parts c^2 , and a horizontal connecting part c^3 . The parts c are rounded and act as an axle, on which the pin-support turns. The parts c' are either weighted or else made of heavier material than the rest of the support, so that the tendency of the support will be to assume the position shown in Fig. 2.

The slot a^4 is shaped so as to receive the pin-support when it is thrown back into a horizontal position by the coupling-link D when the cars are pushed together. The perforations a^2 and a^3 are of sufficient size and

of suitable shape to permit the free movement of the arms c' of the pin-support C.

When it is desired to uncouple the cars, one of the pins B is lifted, either directly by hand or by any of the means usually employed for that purpose. The pin-support then assumes the position shown in Fig. 2 and holds up the pin B. When the cars are pushed together, the link D knocks down the pin-support C into a horizontal position, and the pin B falls and engages the link D.

I do not limit myself to the exact details shown and described, as it is obvious that many changes might be made without departing from the spirit of my invention.

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

1. In a car-coupler, the combination with an apertured and perforated body, having a horizontal groove and a vertical groove at each end of the said horizontal groove; of a pin in the said perforation, and a pin-support consisting of a horizontal portion mounted in the said horizontal groove beneath the said pin, a vertical portion to support the said pin, and weighted arms depending into the said vertical grooves substantially as described.

2. In a car-coupler, the combination with an apertured and perforated body, having a horizontal groove and a vertical groove at each end of the said horizontal groove; of a pin in the said perforation, and a pin-support consisting of a horizontal portion mounted in the said horizontal groove beneath the said pin, a vertical rectangular portion to support the said pin, and weighted arms depending into the said vertical grooves, substantially as described.

JOHN W. PRICE.

Witnesses:

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