

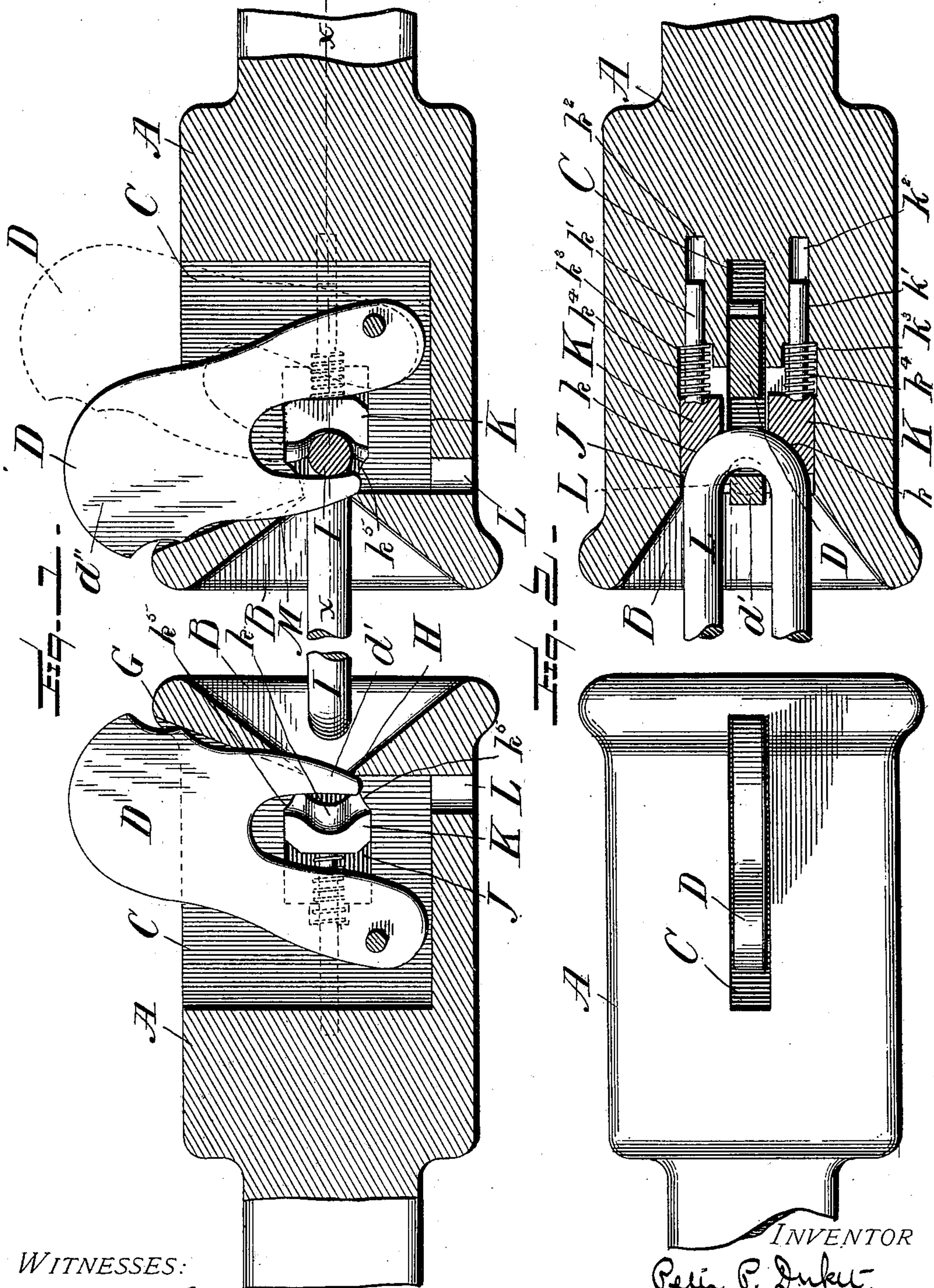
No. 652,955.

Patented July 3, 1900.

P. P. DUKET.
CAR COUPLING.

(Application filed Mar. 12, 1900.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 652,955, dated July 3, 1900.

Application filed March 12, 1900. Serial No. 8,336. (No model.)

To all whom it may concern:

Be it known that I, PETER P. DUKET, a citizen of the United States, residing at Bowling Green, in the county of Wood and State of Ohio, have invented certain new and useful Improvements in Car-Couplers; and I 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.

My invention relates to gravity-latch car-couplers; and it consists in the novel features hereinafter described, reference being had to the accompanying drawings, which illustrate one form in which I have contemplated embodying my invention, and said invention is fully disclosed in the following description and claims.

Referring to the said drawings, Figure 1 shows a longitudinal cross-section of two opposing draw-heads. Fig. 2 shows a top plan view of two opposing draw-heads, one of which is in horizontal cross-section.

The object of my invention is to provide a means whereby the draft-link used in car-couplers is held substantially rigid in one of the draw-heads and centered and steadied in the opposite draw-head.

A is a draw-head of the usual oblong shape common in the art and provided with a four-sided flared opening B, converging to a rectangular horizontally-disposed opening J, said flared opening B being adapted to guide the draft-link I to said horizontally-disposed opening J, where the coupling operation is effected. The gravity-latch D is pivoted in a slot C, running longitudinally of the draw-head and extending, preferably, below the under wall of the horizontal opening, and is also provided with a nose portion d' , which substantially forms a downwardly-extending hook with respect to the main body portion of said gravity-latch D and protrudes into the flared opening B in such a manner that the front edge of said nose is inclined backward from top to bottom. The tendency of said gravity-latch is to lie normally in a forward position, so that the said nose portion always protrudes into the opening B, as hereinbefore described, except when held back

by a permanent coupling-pin, hereinafter referred to, which passes through said slot and an opening registering therewith in the bottom of the draw-head.

The horizontal opening J, before mentioned, is provided with spring-buffers K K on either side of the gravity-latch D. These buffers K are of any suitable shape and adapted to slide backward and forward in the said horizontal opening J. The outer sides of the heads of the buffers K K extend forward of the inner sides, so that they may engage the draft-link in advance of the inner sides, the forward end of the buffer-head curving inwardly away from the outer side and end. The buffers K K are also provided with curved notches k k at their front ends, adapted to center and receive the curved end i of the draft-link I. The forward end of the buffer being thus curved and notched engages the link so far in advance of its extreme end as to hold it securely in a horizontal position when in the act of coupling. On their rear ends are horizontal rearwardly-extending guide-pins k' k' , which slide in horizontal bearings or openings k^2 k^2 . The forward part of these bearings is enlarged to form a depressed shoulder k^3 , against which a coiled spring k^4 , which encircles said guide-pins k' k' , bears. It will be seen that said spring k^4 will in bearing against the buffers force them outward until they have reached the shoulder k^5 at the mouth of said horizontal opening J. This shoulder k^5 is formed by the slight reduction in height of the horizontal opening J.

In the under side of the draw-head and at the forward portion of the slot C is provided an opening L for the purpose of receiving a pin when it is desired to make a permanent coupling, the latch D being thrown back and said pin L being inserted in front of said latch D.

The operation of my invention is as follows: The draft-link I is secured in one of the draw-heads A either by the latch D or by a permanent pin through the opening L. Then the car moves forward, the draft-link being held rigid in a flat position by the tension of the springs k^4 k^4 behind the buffers K K, and upon the draft-link I coming in contact with the tapered nose d' of the latch the latter is forced

upward and the buffers in that draw-head are depressed until the latch is free to engage the draft-link.

What I claim, and desire to secure by Letters Patent, is—

1. In a car-coupler, the combination with the draw-head of a gravity-latch adapted to be raised by the insertion of the draft-link and two spring-buffers, one on each side of said latch, said buffers having their forward ends provided with curved notches, for centering and holding the link in coupling position, substantially as described.

2. In a car-coupler, the combination with the draw-head of a gravity-latch adapted to

be raised by the insertion of the draft-link, and two spring-buffers one on each side of the said latch, the said buffers having their link-engaging ends curving inwardly and provided with curved notches, whereby the outer ends engage the links in advance of the inner ends and hold the same in coupling position, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

PETER P. DUKET.

Witnesses:

P. C. PRENTISS,
GUY C. NEARING.