

(No Model.)

U. LONG & J. J. QUINN.
CAR COUPLING.

No. 265,426.

Patented Oct. 3, 1882.

fig. 1.

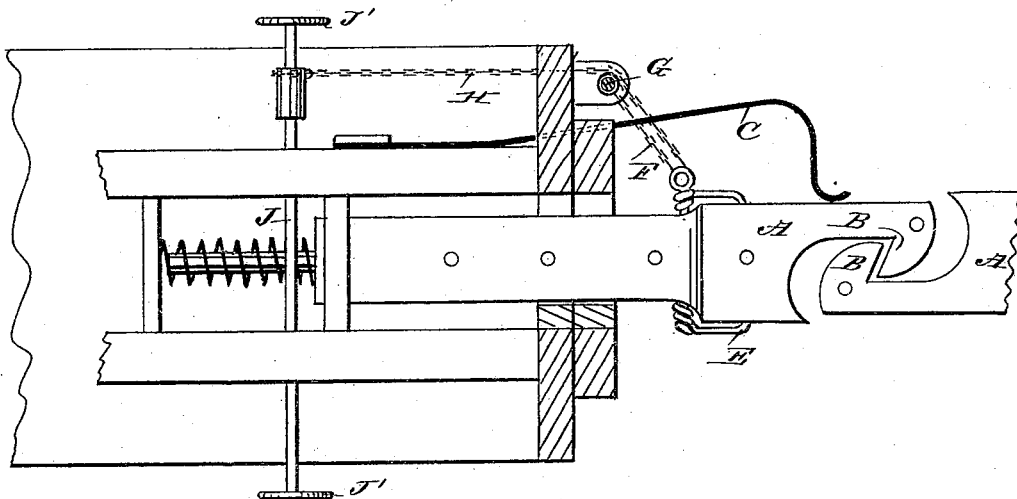


fig. 2.

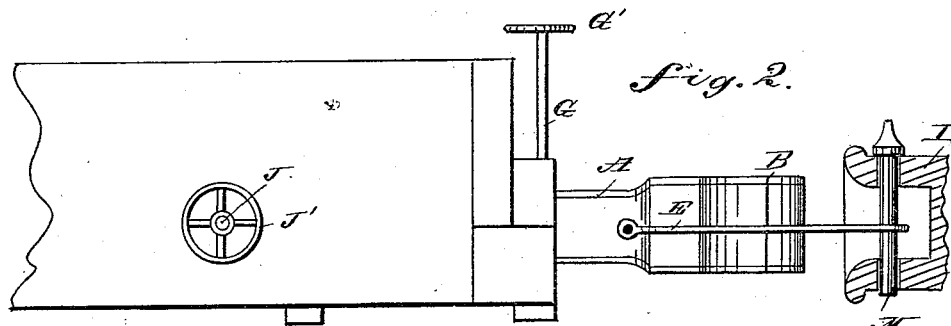


fig. 4.

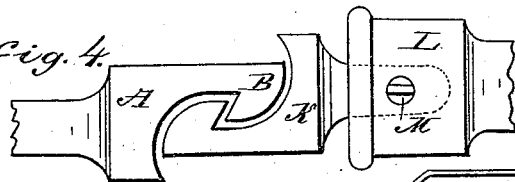
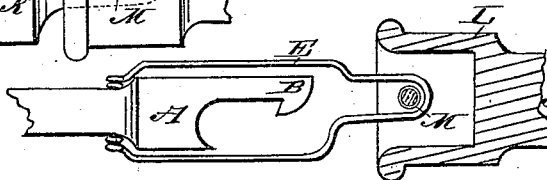


fig. 3.



WITNESSES:

Wm. S. Sizer
C. Sedgwick

INVENTOR:

U. Long

J. J. Quinn

BY

Munn & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

URIAH LONG AND JOHN J. QUINN, OF DENVER, COLORADO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 265,426, dated October 3, 1882.

Application filed July 19, 1882. (No model.)

To all whom it may concern:

Be it known that we, URIAH LONG and JOHN JAMES QUINN, of Denver, in the county of Arapahoe and State of Colorado, have invented a new and Improved Car-Coupler, of which the following is a full, clear, and exact description.

The invention relates to a draw-head pivoted to swing in the horizontal plane, and provided at its outer end with a hook, which draw-head is pressed by a spring in the direction toward that side of the car faced by the hook, and which draw-head can be drawn in the inverse direction of that in which it is pressed by the spring by chains attached to the draw-head and to shafts.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of our improved car-coupler. Fig. 2 is a longitudinal elevation of the same, showing it coupled to a car provided with an ordinary draw-head. Fig. 3 is a plan view of the same. Fig. 4 is a plan view of an additional attachment for coupling it to a car provided with a draw-head of the usual construction.

A draw-head, A, provided at its outer end with a hook, B, forming a recess in the side of the draw-head at the end, is held to the bottom of the car so as to swing in the horizontal plane. A powerful spring, C, fastened to the car and resting against the outer side of the shank of the hook, presses the draw-head toward that side of the car toward which the opening of the hook faces. A bail, E, having its front end contracted to fit in the end aperture of an ordinary draw-head, L, is pivoted to the draw-head A to swing in the vertical plane. A chain, F, attached to the draw-head A, is also attached to a vertical shaft, G, journaled in the car-platform or on the end of the car, and provided at its upper end with a hand-wheel, G'. A chain, H, attached to the draw-head A, is attached to a horizontal shaft, J,

journaled in the car, and provided at the ends projecting from the sides of the car with hand-wheels J'. A hook-block, K, formed in the same manner as the outer end of the draw-head A, has its rear end contracted to adapt it to pass into the opening of an ordinary draw-head, L, in which it is held by a coupling-pin, M.

The operation is as follows: If the cars come together, the swinging draw-heads are pushed sidewise, and after their hook ends have passed each other they are pressed together by the springs C, and are thus coupled automatically. If the cars are to be uncoupled, the draw-heads must be moved from each other by winding the chains F or H on the shaft G or J, respectively. If desired, the shaft G can be extended to the top of the car—for instance, as in box-cars.

If a car provided with our improved car-coupling is to be coupled to a car provided with a draw-head, L, of the usual construction, the contracted end of the bail E is passed into the draw-head L, and the pin M is passed through it; or the block or head K can be coupled to the draw-head L, and can be engaged with the draw-head A, as shown in Fig. 4. The inner end of the recess in the end of the draw-head A, at the side of the shank of the hook B, forms a buffer for the hook end of the opposite draw-head.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

The combination, with a rear pivoted draw-head, A B, of the pivoted bail E, the chain F, the vertical shaft G, having hand-wheel at the upper end, the chain H, and the horizontal shaft J, having hand-wheels J' J', whereby the draw-heads may be uncoupled, as described.

URIAH LONG.
JOHN JAMES QUINN.

Witnesses:

W. W. COVER,
W. F. McCLELLAND.