(No Model.)

E. J. BURNS.

CAR COUPLING.

No. 266,966. Patented Nov. 7, 1882.

Fig. I

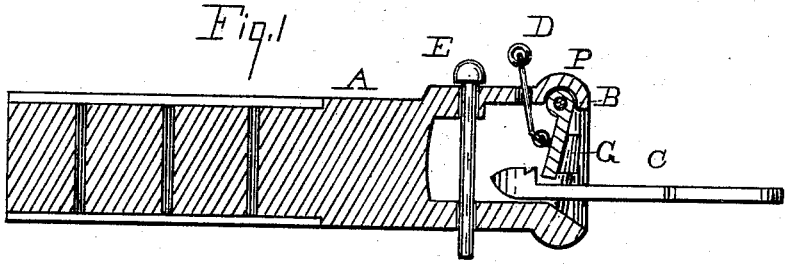


Fig. II.

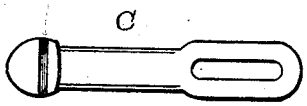
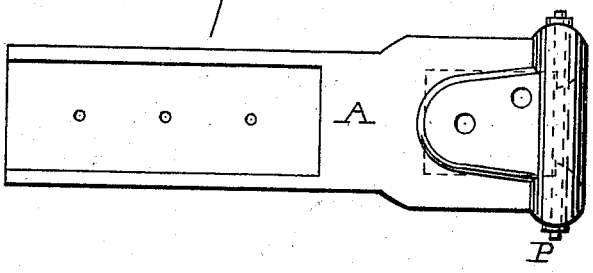


Fig. III



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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 266,966, dated November 7, 1882.

Application filed July 20, 1882. (No model.)

To all whom it may concern:

Be it known that I, EDWARD J. BURNS, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to improvements of an invention patented to me May 2, 1882, No. 257,208, in car-couplings; and it consists of a housing in the draw-bar covering the circular end of the detent, to relieve the pin against vertical strain, and notching the link, to engage the detent, for the purpose of holding said link in horizontal position, that the coupling may be automatic.

The mechanism is fully illustrated in the accompanying drawings, in which Figure 1 is a vertical section through the center of the draw-bar. Fig. 2 is a top view of coupling-link. Fig. 3 is a top view of the draw-bar.

A represents a cast-iron draw-bar, which is constructed in the usual manner, with the exception that it is cored, so as to form a semi-circular covering or housing for the end of the detent, and with the projections G on the sides of the link-space the detent is held against the draft. It has an orifice through the top, through which a rod or chain is passed for the purpose of raising the detent in uncoupling. An eye is riveted to the detent, and into which the rod D is hooked, and to the end of this rod is attached a ring, to which a rope or light chain may be attached and connected at any suitable point on the body of the car, the sole use of which is a means to raise the detent, and thereby uncoupling the cars. About two-thirds of the upper end of the detent B is circular, and is held in the corresponding circular housing of the draw-bar by the pin P, where it moves freely within the link-cavity. The link C has a projection at the left end to engage the detent, as shown at Fig. 1, and a long slit in the other end to receive the pin of the ordinary draw-bar. When coupling with a draw-bar of the same kind, both ends are alike, having only the upward projection. The projection is notched, that the detent may fall into the same, and thereby hold the link in a horizontal position. The weight of the detent on the link and the pressure from the direction of the pivot holds up the link, and thus held the link enters without the support of the hand, and the coupling is therefore automatic. The detent is supported loosely on the pin, so that when strain comes upon the detent the bearing is against the housing and the side projections, the pin serving only to suspend the detent.

From what has been given the operation is sufficiently obvious, and that coupling can be effected with the ordinary draw-bar.

The ordinary link can be placed beneath the detent and held by the ordinary pin, E.

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

1. In a car-coupling, a detent inclined slightly inwardly from a vertical line and held against draft by the side projections of the draw-bar and the housing, substantially as set forth.

2. The link C, with notch in top of its projection, in combination with the detent B and draw-bar, substantially as and for the purpose set forth.

EDWARD J. BURNS.

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