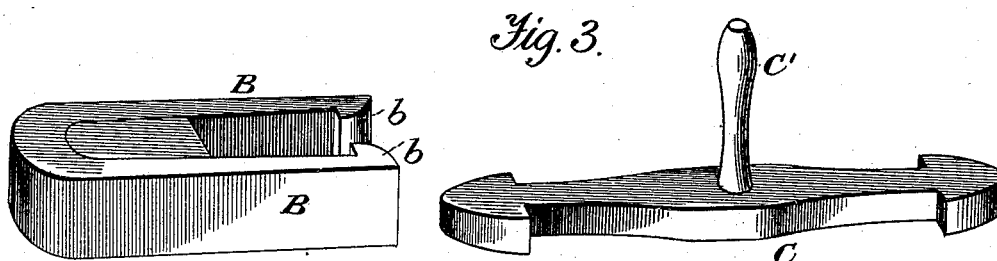
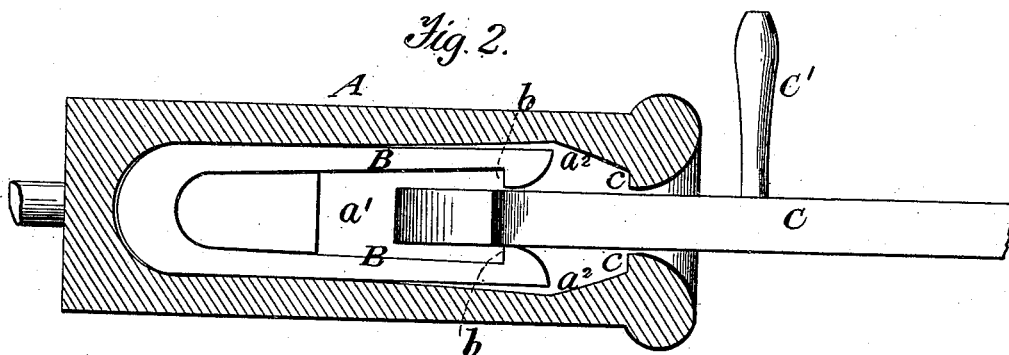
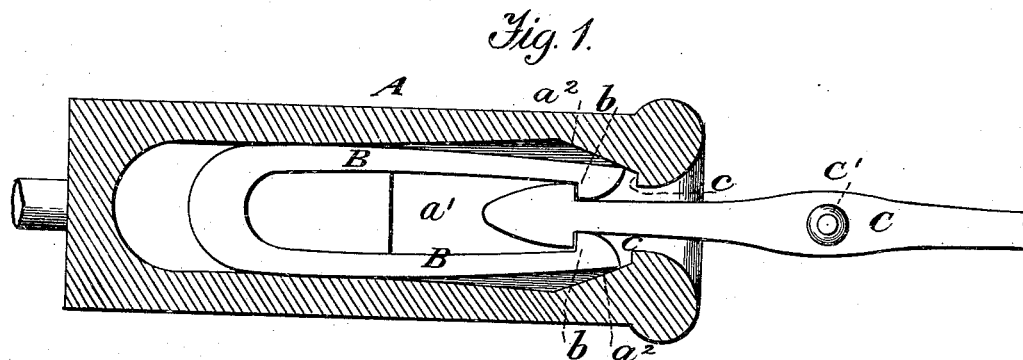


(No Model.)

G. KEESY.
CAR COUPLING.

No. 343,638.

Patented June 15, 1886.



Witnesses.
A. Ruppert,
H. R. Avant.

Inventor.
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attys

UNITED STATES PATENT OFFICE.

GEORGE KEESY, OF SCHENLEY STATION, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 343,638, dated June 15, 1886.

Application filed April 15, 1886. Serial No. 198,903. (No model.)

To all whom it may concern:

Be it known that I, GEORGE KEESY, a citizen of the United States, residing at Schenley Station, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Automatic Car-Couplings; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

The invention will first be described in connection with the drawings and then clearly pointed out in the claim.

Figure 1 of the drawings is a plan view of the draw-head with the top removed. Fig. 2 is a similar view with the coupler turned on one side ready for uncoupling, and Fig. 3 is a detail view of the arrow-head coupler and its clamping-jaws.

In the drawings, A represents the draw-head, which has a tight top or cover. a' is the cavity in which the clamping-jaws B B fit and move back and forth. These jaws may be connected integrally or otherwise at the rear, have the opposite shoulders $b b$, against which catch the shoulders $c c$ of the arrow-head coupler C, as shown in Fig. 1 of the drawings, and when the cars move are drawn forward and clamped to the neck of the coupler by the opposite inclines $a^2 a^2$, which converge in a forward direction until they reach the draw-head shoulders $a a$, which thus help to take the strain of draft.

The coupler C has a handle, C' , rising from its middle vertically, so as to stand between the draw-heads of two adjacent and coupled cars, and allow them to be uncoupled from the platform without danger to the operator. For this purpose the latter stands on the platform

or upon the ground, and turns the handle C' laterally in the quadrant of a circle or one-fourth of a revolution, when the cars will separate, the arrow-head sliding out from between the jaws.

It will be observed that in coupling my invention is automatic, may be conveniently used with cars of different height, may be coupled on a curve without the slightest danger, and may be quickly uncoupled from the platform by simply turning the coupler.

On the rear end of the draw-head I use a bolt to fasten it to the car, and this bolt is provided with a spring on the inside and outside to serve as a bumper, and, if desired, a link and pin may be used to enter the arrow-head by turning the handle up to face notch and pushing it in, shove it back, turn to one side, and pull out.

I am aware that a coupling link or bar has been made to turn as it enters the draw-head and then return after it enters so as to couple, but my coupler does neither, but presses apart spring-jaws and couples automatically.

I am also aware that in uncoupling a tripper is raised in the draw-head, but I turn the link or bar directly, and from the outside; hence the whole mode of operation of coupling and uncoupling is different from mine.

What I claim as new, and desire to protect by Letters Patent, is—

A car-coupling in which the draw-head A, clamping-jaws B B, and arrow-head coupler C, having handle C' , are combined, arranged, and relatively constructed, substantially as shown and described.

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

GEORGE KEESY.

Witnesses:

JOEL CRAWFORD,
BOYD S. HENRY.