

(No Model.)

B. J. MILES & M. DUNNE.

CAR COUPLING.

No. 347,006.

Patented Aug. 10, 1886.

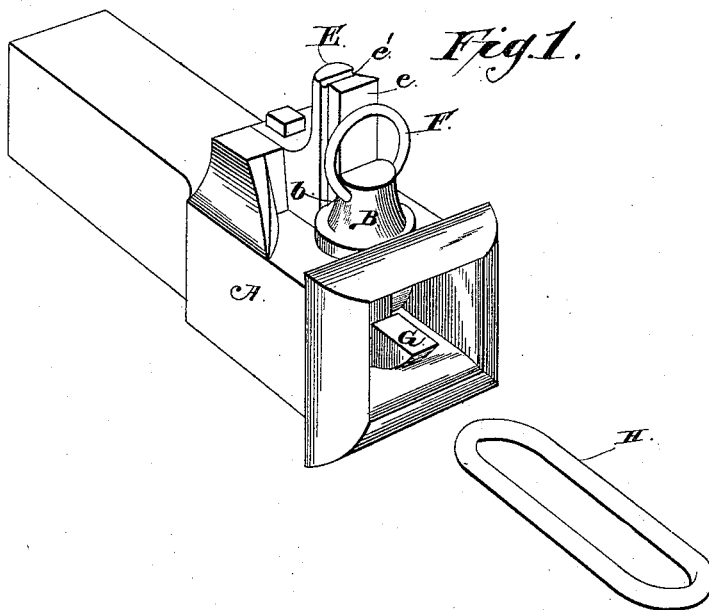
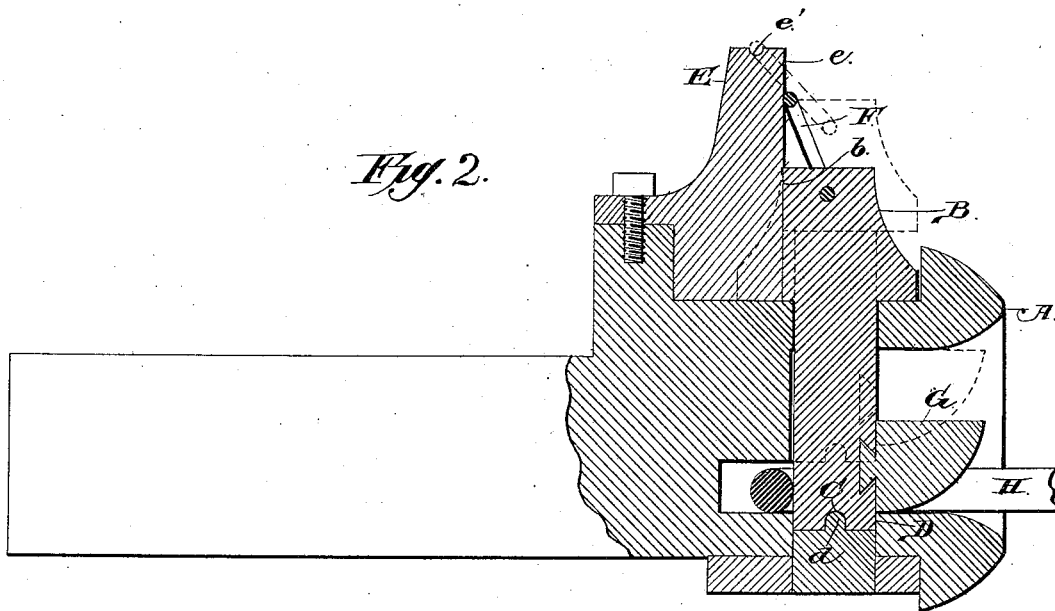


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

BENJAMIN J. MILES AND MARTIN DUNNE, OF GIRARD, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 347,006, dated August 10, 1886.

Application filed April 27, 1886. Serial No. 200,353. (No model.)

To all whom it may concern:

Be it known that we, BENJAMIN J. MILES and MARTIN DUNNE, citizens of the United States, residing at Girard, in the county of Trumbull and State of Ohio, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification, reference being had to the accompanying drawings.

Our invention relates to an improvement in car-couplings; and it consists in the peculiar construction and combination of devices that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of our invention. Fig. 2 is a vertical longitudinal sectional view of the same.

A represents a draw-head, in which is secured a vertically-movable pin, B. The lower end of this pin is notched or grooved, as at C, and adapted to engage with a countersunk opening, D, in the lower side of the draw-head, which is provided with a tongue or flange, *d*, corresponding to the groove C. On the upper side of the draw-head is a vertical guideway, E, the sides of which are inclined, forming a dovetailed tongue, *e*, which fits a similar groove, *b*, in the head of the pin. On the upper end of the guideways E is made a horizontal groove or notch, *e'*, and the upper end of the pin is provided with a loop or ring, F, which is adapted to engage with the said opening or groove *e'*, and thereby support the pin in a vertical position, as shown in dotted lines in Fig. 2. To the lower end of the pin, and projecting from the front side thereof, is secured a foot, G, the under outer end of which is rounded or inclined, as shown. This foot is dovetailed to the lower end of the pin, and is thereby made removable therefrom.

H represents the usual coupling-link.

The operation of our invention is as follows: When the coupling-link enters the draw-head, it strikes the inclined or curved side of the

foot G, and raises the same and the pin, and the latter drops by its own gravity behind the link when the outer end of the latter reaches the inner end of the opening in the draw-head, thereby securely coupling the cars together. In order to uncouple the cars it is only necessary to raise the coupling-pin, and when it is desired that two cars should come together without coupling, the coupling is raised and supported in that position by engaging the ring or loop with the notch *e'* on the upper end of the guideway.

By providing the countersunk opening in the under side of the draw-head for the lower end of the coupling-pin, lateral strain on the said pin is withstood, thus preventing the said pin from becoming bent.

Having thus described our invention, we claim--

1. The combination, with the draw-head having the vertical guideway on its upper side, of the vertically-movable pin engaging the guideway and having the foot G secured to the pin by a dovetailed joint and projecting from the front side of the pin, the lower side of the foot being rounded or inclined at its outer end, substantially as described.

2. The combination, with the draw-head having the vertical guideway on its upper side provided with the notch *e'*, of the vertically-movable coupling-pin having the head engaging with the guideway and provided with the ring or link to engage with the opening *e'*, and thereby secure the pin in a raised position, for the purpose set forth, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

BENJAMIN J. MILES.
MARTIN DUNNE.

Witnesses:

WILLIAM H. JAMES,
WILL COLE.