(No Model.)

J. WADLEIGH.

CAR COUPLING.

No. 383,504. Patented May 29, 1888.

Fig. 1

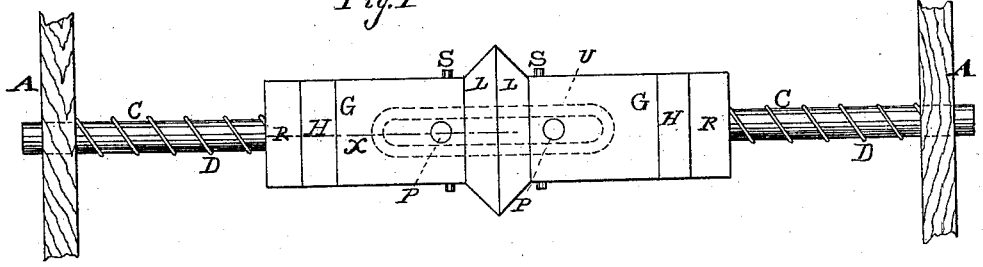


Fig. 2.

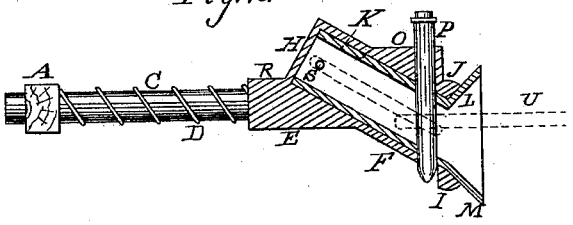
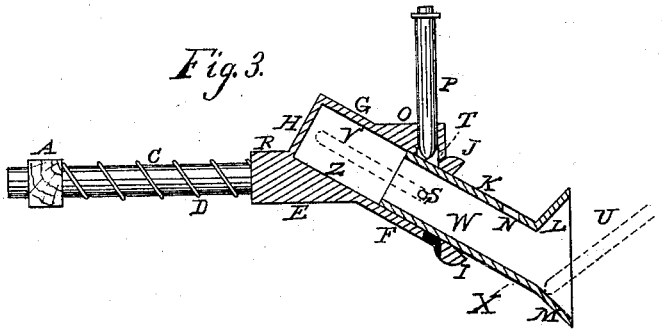


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOSEPH WADLEIGH, OF MILKS GROVE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 383,504, dated May 29, 1888.

Application filed March 13, 1888. Serial No. 267,115. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH WADLEIGH, a citizen of the United States, and a resident of Milks Grove, in the county of Iroquois and State of Illinois, have invented new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a plan or top view of the two parts of the coupler as connected by the pins and links. Fig. 2 is a longitudinal vertical section of one sliding buffer and its stationary buffer, taken on dotted line X, the sliding buffer being shown in the stationary buffer as when driven in by contact with the other buffer, as at Fig. 1. Fig. 3 is the same view as at Fig. 2, except the sliding buffer is extended out of the stationary buffer as when engaging the inclined coupling-link.

This invention relates to improvements in car-couplers in which the ordinary coupling-link is employed, and the main purpose is to have one buffer engage the link in any position which it may be presented by the other buffer. In attaining this end I employ a stationary buffer on each end of each car and make such buffers to serve as cases to support inclined sliding or reciprocating buffers, which extend out and down to engage the coupling-links, and are driven up and back into stationary buffers by the coming together of the cars, at which time the coupling-pins automatically fall in place to engage the link, as the whole is hereinafter fully described and shown.

E R represent the substantial frame portion of what I term the "stationary" buffer G H F, which is inclined downward, as shown, and terminated at its lower end in strong flanges J I. Its sides Z are provided each with a slot, V. Projecting out from the top part, G, is a plate, O, in which is a hole to engage the pin P, the lower end of the pin bearing on the top side, K, of the reciprocating buffer when the latter is extended. This buffer consists of a top plate, K, bottom plate, X, two sides, W, and a bell-shaped lower end, L M, which, when the reciprocating buffer is driven back into the stationary buffer, fits closely the strong rim J I, and thereby is afforded all the resistance required in bringing one car to another.

In practice, if desired, the stationary buffers may be an integral part of ordinary spring attachments, A C D, to lessen the concussion. The stationary buffer is to be secured to the timber of a car in the ordinary manner of attaching draw-heads, no specification being required in that regard, and the pins P may be elevated by crank-levers, as is now done.

In practice, so soon as the pin is lifted out of hole N, the reciprocating buffer will slide down to the position shown at Fig. 3, while the pin S, passing through it and the slots V in the sides of the stationary buffer, will control the distance it moves. The buffer on the other car presents the link as shown at Fig. 3, and the coming together of the cars will push the buffers back, as shown at Figs. 1 and 2, and the coupling pin will drop into the buffers and couple the cars.

I prefer as a matter of construction to make both sets of buffers of cast Bessemer steel.

I claim as new and desire to secure by Letters Patent—

1. In automatic car-couplers, the stationary buffer E H G, provided with the pin-plate O and slots V, in combination with the reciprocating buffer K W X, operating therein, and the link, as specified.

2. The stationary buffer E H G, provided with the link-plate O, slots V, and rim J I, in combination with the pin P, link V, and inclined reciprocating buffer K W X, provided with the pin S, operating in the said slots V, and the enlarged end part L M, shouldering against the rim J I, as specified.

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Witnesses:
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