

(No Model.)

F. BLAUSS.
CAR COUPLING.

No. 420,673.

Patented Feb. 4, 1890.

Fig. 1.

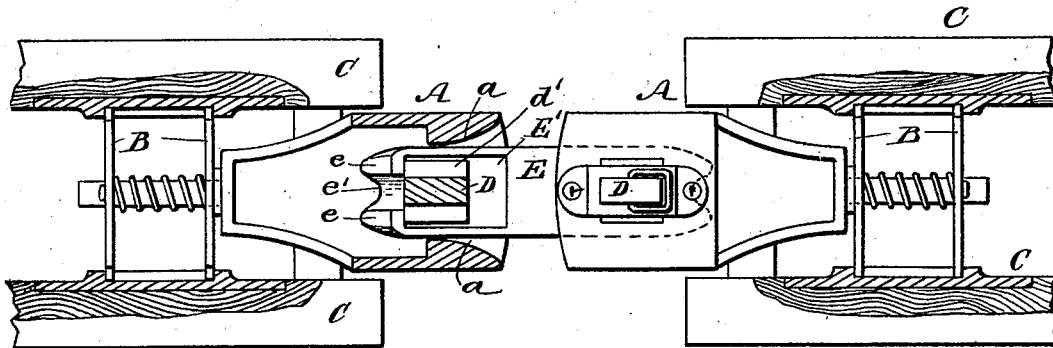


Fig. 2.

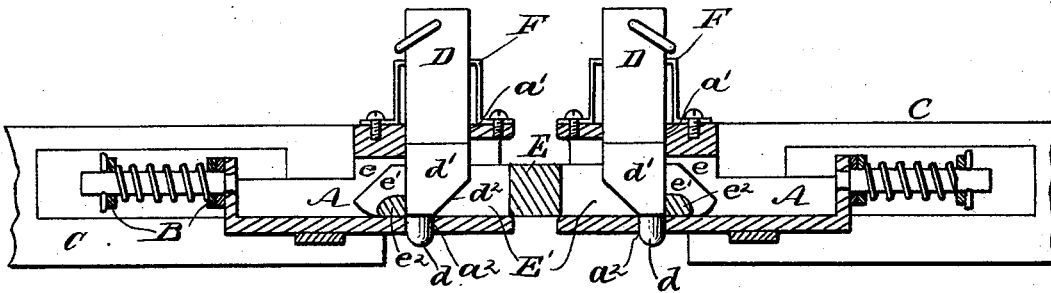


Fig. 3.

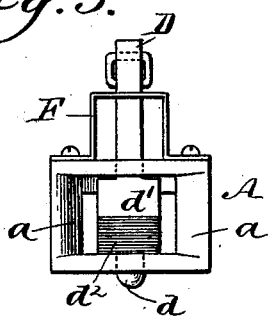
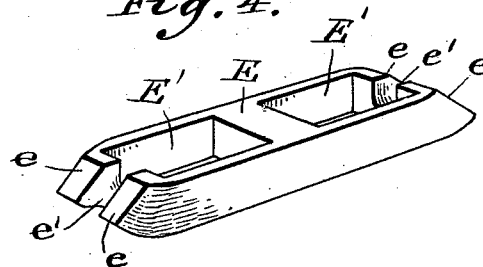


Fig. 4.



WITNESSES:
John H. Deemer
C. Sedgwick

INVENTOR:
F. Blauss
BY
Munn & Co
ATTORNEYS

UNITED STATES PATENT OFFICE.

FERDINAND BLAUSS, OF NEW YORK, N. Y., ASSIGNOR OF ONE-HALF TO
GEORGE J. SCHNATZ, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 420,673, dated February 4, 1890.

Application filed December 9, 1889. Serial No. 333,023. (No model.)

To all whom it may concern:

Be it known that I, FERDINAND BLAUSS, of the city, county, and State of New York, have invented a new and Improved Automatic Car-Coupler, of which the following is a full, clear, and exact description.

The object of my invention is to provide a car-coupler of the link-and-pin type, which shall be automatic in coupling without materially changing the common form of draw-head now used in this class of couplers.

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 sectional plan view of my new automatic car-coupler. Fig. 2 is a sectional elevation of the same. Fig. 3 is a front elevation of one of the draw-heads and its pin, and Fig. 4 is an enlarged perspective view of the connecting-link.

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

A A represent the draw-heads held by the cross-plates B B, or by any other suitable means, to and between the draw-head timbers C C. The draw-heads may be of usual form with the curved side pieces *a a* at the mouth, and with the aperture *a'* in the top wall and the corresponding hole or aperture *a''* in the bottom wall.

D D are the coupling-pins fitted in apertures *a'* *a''* to retain the coupling-link E.

Each coupling-pin D is formed at the lower end with a small round projection or point *d*, to fit in the bottom aperture *a''*. Within the draw-head the pin is formed with a cam *d'*, with an inclined face *d''*, against which formed the point of the connecting-link strikes to automatically lift the pin.

The connecting-link E is formed at its ends with the inclined faces or cams *e*, to facilitate the lifting of the coupling-pins. Be-

tween these inclined faces the link is recessed at *e'*, to form clearances for the projections *d* at the lower ends of the coupling-pins, the cams *d'* and inclines *e* serving to lift coupling-pins sufficiently to permit the bridge-pieces *e''* to pass under the projections *d* of the coupling-pins. After said bridge-pieces pass the projections *d*, the enlarged spaces *E'* in the connecting-link permit the coupling-pins to drop behind the bridge-pieces *e'*, so the cam *d'* rests upon the bottom of the draw-head and the projection *d* in the aperture *a''*, thus effectually coupling the cars.

The coupling-pins may be prevented from lateral displacement by the yoke-pieces F, secured to the upper surfaces of the draw-heads, if desired.

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

1. The draw-head formed with top and bottom apertures and the coupling-pin constructed to fit said apertures and formed with a cam in the draw-head, combined with a connecting-link formed with cam-faces, a bridge between the same and an enlarged space or opening back of the bridge, substantially as described.

2. The connecting-link E, formed with enlarged spaces *E'*, recesses *e'* at the ends, and bridge-pieces *e''*, substantially as described.

3. The connecting-link formed with enlarged spaces *E'*, inclined faces *e*, end recesses *e'*, and bridge-pieces *e''*, in combination with the draw-heads provided with coupling-pins formed with cams *d'* within the cavity of the draw-heads, substantially as described.

FERDINAND BLAUSS.

Witnesses:

FREDERICK SAIB,
MICHAEL MURPHY.