(No Model.)

A. ASBELL.

CAR COUPLING.

No. 457,241. Patented Aug. 4, 1891.

Fig. 1.

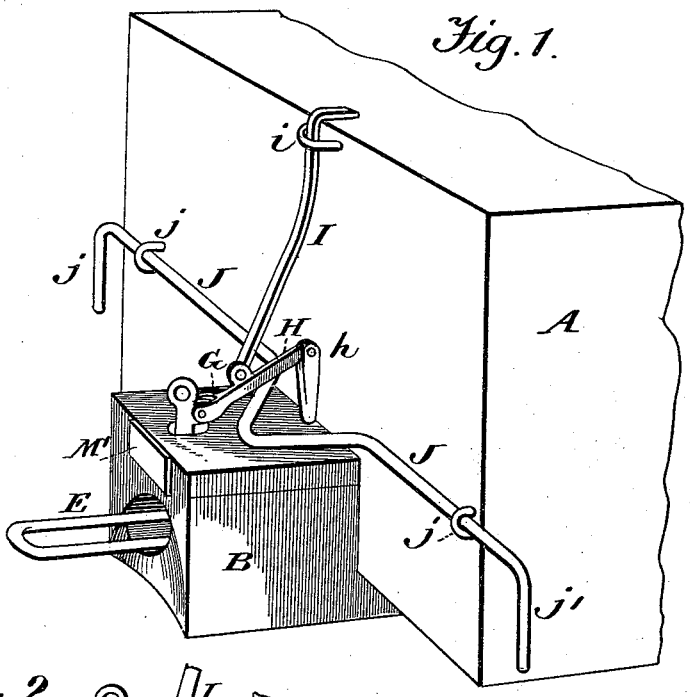


Fig. 2

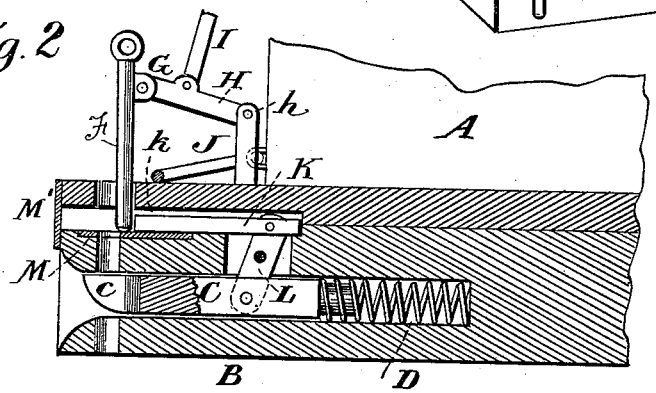
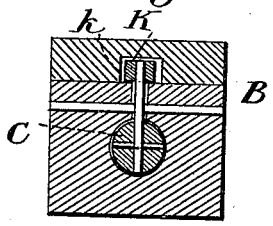


Fig. 3.



Witnesses.
A. Ruppert.
H. A. Daniels

Inventor.
Albert Asbell
Per
Thomas P. Simpson
atty

UNITED STATES PATENT OFFICE.

ALBERT ASBELL, OF GALESBURG, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 457,241, dated August 4, 1891.

Application filed April 2, 1891. Serial No. 387,327. (No model.)

To all whom it may concern:

Be it known that I, ALBERT ASBELL, a citizen of the United States, residing at Galesburg, in the county of Jasper and State of Missouri, have invented certain new and useful Improvements in Car-Couplers; and I do hereby 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.

The special object of the invention is to make a car-coupler couple automatically and uncouple easily from the car or either side thereof.

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

Figure 1 of the drawings is a perspective view of the end of a car and draw-head with my invention applied; Fig. 2, a longitudinal vertical section of the draw-head, and Fig. 3 a vertical section thereof.

In the drawings, A represents a car, and B its draw-head, secured to the bottom in any preferred way. In a longitudinal hole of the draw-head, extending inwardly from the mouth, I arrange the slide C, pressed forward by a spiral spring D and provided in front with fixed jaws *c c*, beveled on the under side and outwardly diverging on each side to receive the rounded end of the link E between them. This spring-pressed slide D holds the rear end of link tightly against the pin and in a horizontal plane, so that its front end will pass easily into the draw-head of another car.

The coupling-pin F passes through a top and bottom hole of draw-head in the usual manner, but is held by a clamp G, pivoted to the end of a lever H, fulcrumed at *h* and provided with a pivoted handle I, extending through a guide-staple *i* and end bent to hook over the top of the car.

J is a horizontal rod, extending through guide-staples *j j* beyond the sides of the cars and under the lever H, so that its crank *j'* may lift the lever and uncouple from either side.

In Fig. 2 of the drawings is shown a longitudinal groove, in which moves a slide K, connected by a lever L with the spring-slide C. Near the front end of groove is a plate M, through which the pin passes. When the spring-slide C is not pressed back by the link, the slide K does not extend to the pin-hole, but leaves room enough for the point of the pin, which is supported until two cars are coupled. Then the link presses back the slide C and causes the slide K by means of the lever L to push the pin over its hole, into which it drops, and through the link. As soon as the draft begins the slide C follows the link and holds it firmly against the pin. M' is an end cap over the front end of the hole or groove *k*.

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

1. The combination of the spring-slide C, coupling-pin F, and slide K, connected by lever L with said slide C, whereby the pin is pushed over its hole when the link enters draw-head, as set forth.

2. The combination, with the coupling-pin, of the pivoted holder G, lever H, pivoted handle I, and horizontal crank-rod J, passing under the lever, whereby the pin may be uncoupled from the car on either side thereof, as set forth.

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

ALBERT ASBELL.

Witnesses:
H. W. CURRY,
JOHN C. HIGH.