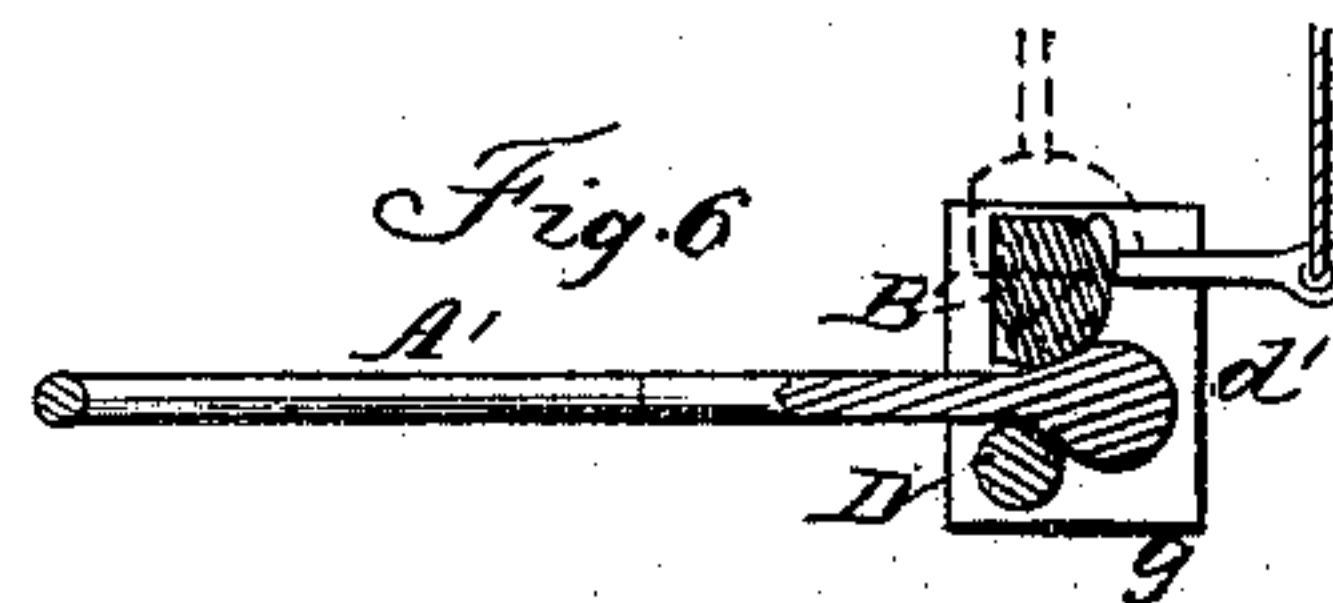
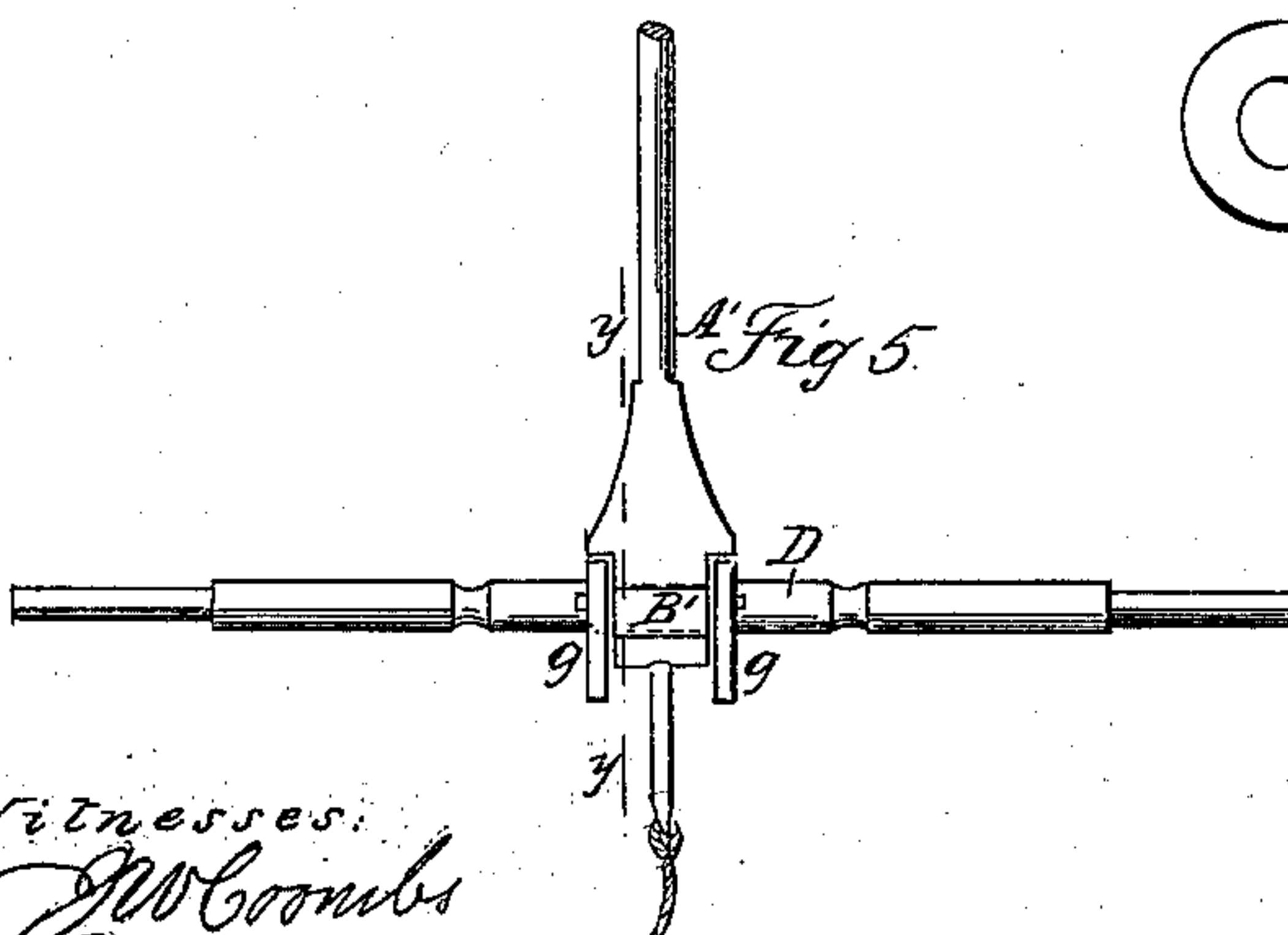
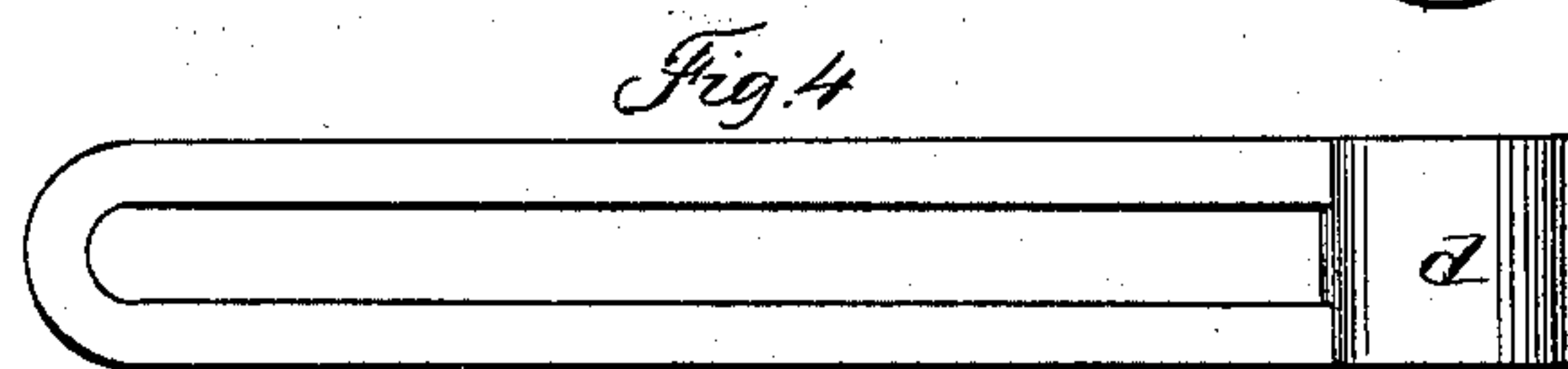
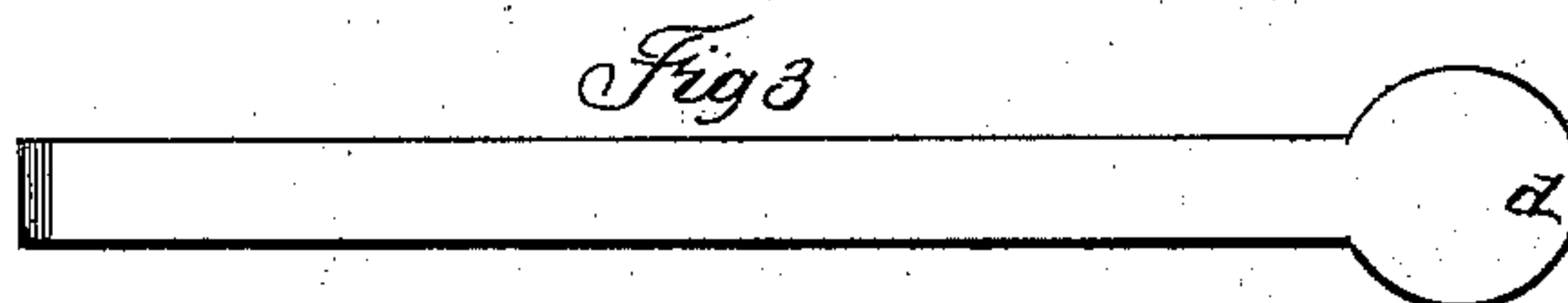
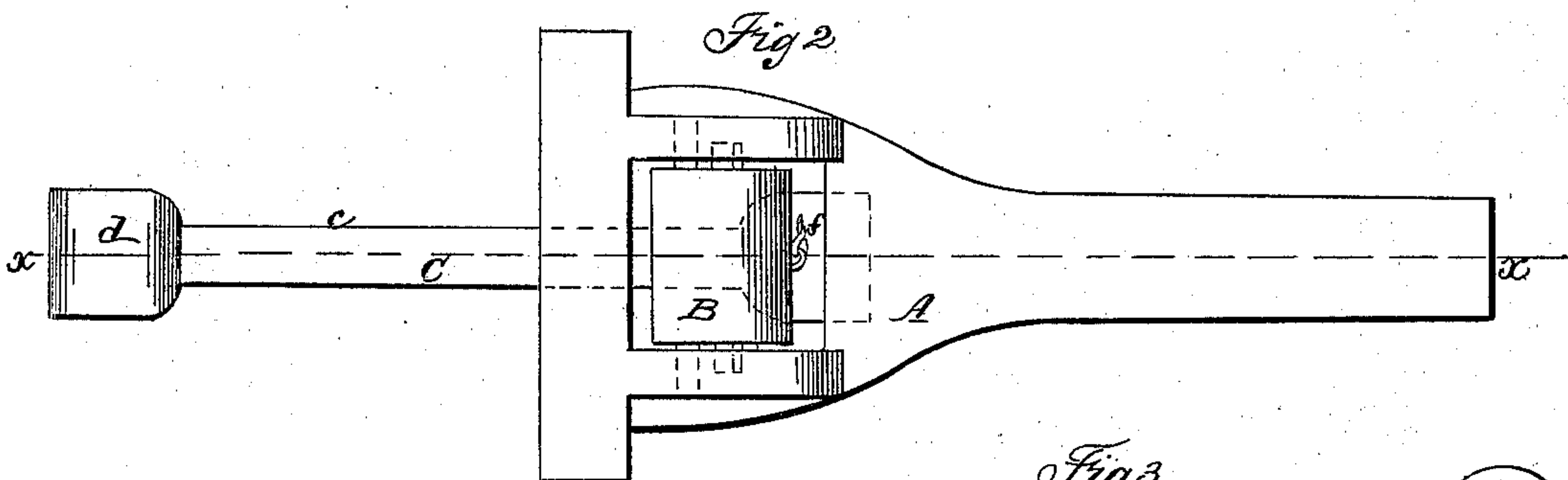
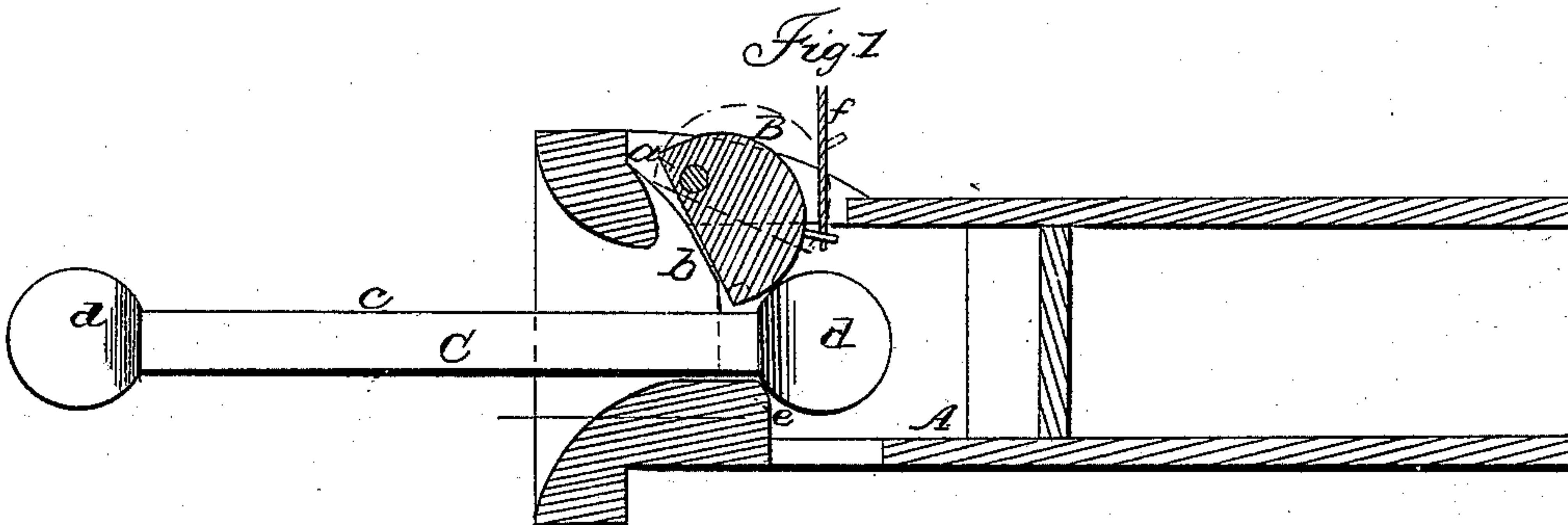


R. D. CHATTERTON.

Car Coupling.

No. 43,375.

Patented June 28, 1864.



Witnesses:
J. W. Coombs
W. Reed

Inventor:
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per *Munn & Co*
attys

UNITED STATES PATENT OFFICE.

RICHARD DOVER CHATTERTON, OF BATH, ENGLAND.

IMPROVEMENT IN RAILROAD-CAR COUPLINGS.

Specification forming part of Letters Patent No. 43,375, dated June 28, 1864.

To all whom it may concern:

Be it known that I, RICHARD DOVER CHATTERTON, formerly of the city of Bath, in that part of the United Kingdom of Great Britain and Ireland called England, but now residing in the town of Cobourg, in the county of Northumberland, one of the united counties of Northumberland and Durham, in the Province of Canada, have invented a new and Improved Coupling for Railroad-Cars, the invention being also applicable to the attaching of draft poles and thrills to ordinary carriages; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable any person skilled in the art to make and use the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side sectional view of my invention, shown as a car coupling, *xx*, Fig. 2 indicating the line of section; Fig. 2, a plan or top view of the same; Figs. 3 and 4, detached views of one form of shackle for the same; Fig. 5, a plan or top view of a modification of my invention, shown applied as a draft-pole coupling; Fig. 6, a section of Fig. 5, taken in the line *yy*.

Similar letters of reference indicate corresponding parts in the several figures.

This invention consists in the employment or use of a shackle in connection with a pawl or catch placed in the draw-head, and all arranged as hereinafter fully set forth, whereby a self-connecting car-coupling is obtained, and a coupling which will be applicable to the securing of draft-poles and thrills to ordinary horse-carriages.

A, Figs. 1 and 2, represents the draw-head of a car-coupling, which may be attached to the car in the usual or in any proper way. The draw-head is provided with the ordinary flaring mouth or front, and in the upper part of the draw-head, just behind the flaring mouth, there is fitted a pawl or catch, B, which may be of semi cylindrical form, and fitted near its upper end on a shaft, *a*, the ends of which are allowed to turn freely in the draw-head. The flat or plane surface of this pawl or catch B faces outward and bears against the inner edges of the sides *b*, of the flaring mouth of the draw-head, the gravity of the pawl or catch having a tendency to keep it in that position, as will be understood by referring to Fig. 1.

C represents a shackle, which may be con-

structed of a single bar, *c*, provided at each end with a head or knob, *d*, of cylindrical or other proper form, as shown in Figs. 1 and 2, or it may be constructed in the form of a link with a head or knob, *d*, at one end only, as shown in Figs. 3 and 4. The heads or knobs *d* should be of such a thickness vertically as to exceed the height of the space between the lower end of the pawl or catch B and the back edge of the bottom *e* of the mouth of the draw head.

From the above description it will be seen that when one end of the shackle C is thrust into the draw-head the head or knob *d* will shove back the pawl or catch, and when the head or knob has passed the pawl or catch the latter will drop and the former will be caught and retained between the lower end of the pawl or catch and the back edge of the bottom *e* of the flaring mouth-piece, as shown clearly in Fig. 1.

In order to release the shackle C, the pawl or catch B is raised by means of a chain or cord, *f*.

The link-shackle shown in Figs. 3 and 4, is used in case one car of the two to be coupled is provided with the ordinary pin-coupling.

In order to apply this invention to the connecting of draft poles and thrills to horse-carriages, a head or knob, *d'*, is formed on or secured to the inner end of the draft-pole A', (see Fig. 5,) and the pawl or catch B' is fitted between vertical plates *g g*, firmly secured on the front axle, D, or a bar at the front part of the vehicle, the head or knob *d'* being caught between the lower end of the pawl or catch B' and the axle D.

For thrills a head or knob may be attached to the back end of each one, or a head or knob may be secured to a short central bar attached to the back cross bar of the thrills. In this latter case only one pawl or catch would be required.

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

The combination of the pawl B B', coupling-head *d d'*, and bearing D *d*, arranged and operating substantially as and for the purposes specified.

RICHARD DOVER CHATTERTON.

Witnesses:

T. MORE T. KELLEY,
R. S. ALEXANDER.