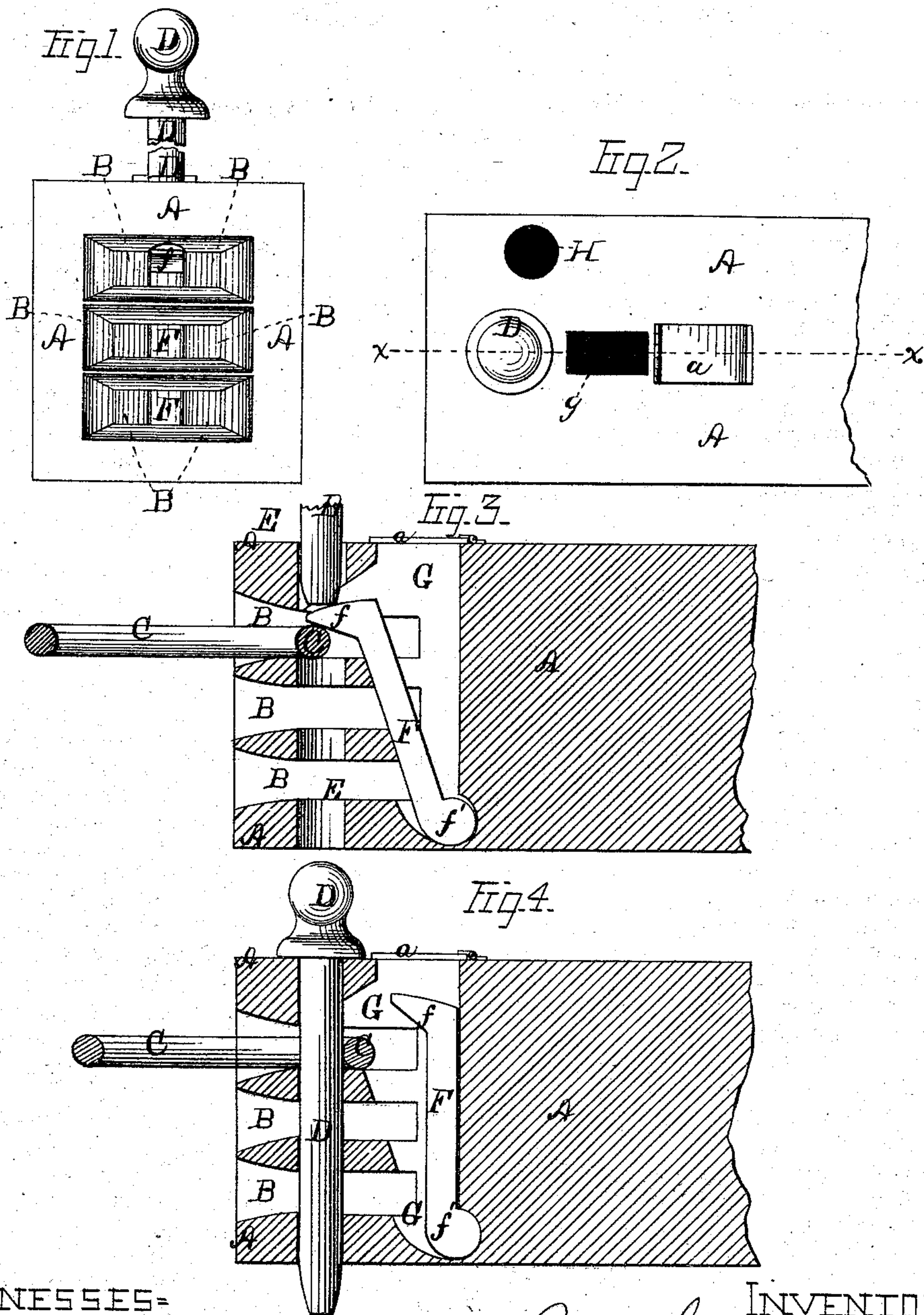


J. H. NUTTING.  
Car-Couplings.

No. 155,542.

Patented Sept. 29, 1874.



WITNESSES=

Jas. E. Hutchinson  
 John R. Young

INVENTOR.

John H. Nutting, by  
Orindle & Beane, his attys



# UNITED STATES PATENT OFFICE.

JOHN H. NUTTING, OF HADLEY, MASSACHUSETTS.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **155,542**, dated September 29, 1874; application filed July 29, 1874.

*To all whom it may concern:*

Be it known that I, J. H. NUTTING, of Hadley, in the county of Hampshire and in the State of Massachusetts, have invented certain new and useful Improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings making a part of this specification, in which—

Figure 1 is an elevation of the front end of my improved device. Fig. 2 is a plan view of the upper side of the same; and Figs. 3 and 4 are vertical central sections of said coupling upon line *x x* of Fig. 2, showing, respectively, the pin set for coupling and in engagement with the link.

Letters of like name and kind refer to like parts in each of the figures.

The present invention relates to that class of self-coupling devices for railroad-cars wherein, heretofore, the locking-pin has been supported in the draw-head while the link of the approaching car enters its mouth upon and by the upper end or a shoulder of a bar, which is pivoted at some point in a slot or opening in said draw-head, so that when the said link enters the mouth of the draw-head it moves back said bar, whereby said pin is caused to fall home into its seat, and thus the coupling of the cars is completed; and the improvement consists in so adapting and applying a free and independent supporting-bar in a receptacle or pocket in the front end of the draw-head that all danger, expense, and difficulty arising from pivoting said bar is entirely obviated, as will be hereinafter more fully and clearly explained; and it further consists in the special detail of the construction and arrangement of all the parts which make up this device, whereby a complete, durable, and perfect car-coupler is produced, substantially as will now be fully described and set forth.

In the drawing, A denotes the draw-head, which is generally of ordinary form and construction externally, having in its front the mouths B for the reception of the coupling-link C. I have esteemed it of advantage to provide several of these mouths, so as to adapt the draw-head easily to take, in one or the other of them, the connecting-link from draw-

heads of different heights. D is the locking-pin, fitting into its usual seat or hole E in the fore part of the draw-head and the lips of the mouths B. When the cars are coupled said pin falls home, as in Fig. 4; but when the draw-head is made ready for coupling the lower end of said pin rests upon the hook-shaped upper end or head *f* of the independent bar F. Said bar rests or moves and operates in the pocket or receptacle G, which is made or cast in any ordinary manner, in the forward part of the draw-head A. The lower end *f'* of this bar is rounded to fit into its seat in the lower end of said pocket G, said rounded end projecting a little rearward and opposite from the hook-shaped head *f*. Between said ends the lines of the bar are straight and parallel. Said pocket G has an opening in the top of sufficient size to allow the admission of said bar F. This opening is provided with any suitable cover, *a*. The pocket G is usually or preferably somewhat triangular in shape. The rear line or hypotenuse is vertical. The lowest angle or corner near the under side of the draw-head is so rounded out as to afford a suitable and easy seat for the end *f'* of bar F, which end has, as above said, a corresponding shape to adapt it to said seat. As thus constructed, the bar F is easily set in place, and, when so placed, secured from dirt or rain, or from jostling out by means of the cover *a*, which may, if thought proper, be locked in place when closed. The rounded lower end *f'* of said bar is so adapted to and fits so readily and easily into its seat in said pocket that the bar will move forward and backward thereupon as regularly and securely as if pivoted in position at this point. Under ordinary circumstances the force of gravity causes said bar to incline forward and rest upon the front and inclined side of the pocket G. In this position, its head *f* comes directly under and nearly covers the hole E, in which the locking-pin is placed in coupling the cars, as has been above fully explained. When the cars are coupled, said bar rests safely in its pocket, and is not liable to any injury from the coupling-link, nor to do any injury to it.

By this method and detail of construction I obviate all the trouble and difficulty which may be caused by pivoting the said support-



ing-pin in a slot or aperture in the front end of the draw-head. In any of these last-named instances the bar, when unpivoted, is either lost or rendered useless.

When the draw-head is not in use, the pin D can be placed in the sheath or pocket H, which is made in any convenient solid portion of the front end of the draw-head. It is here safe from injury, and ready at hand when it is needed for use.

As thus made, this device is durable, convenient, and cheap. By making the supporting-bar free and independent there is no danger or trouble from the breakage of any pivots, and there is almost no possibility of the device getting out of order or repair; but if by any chance, or by long use and wear, said bar should be broken or injured, there will be but very small expense and no trouble in removing it and supplying its place with another bar.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. In combination with the draw-head A, having the mouth B for the coupling-link, independent supporting-bar F *ff'*, adapted to operate in the pocket G, in connection with the locking-pin D, in the manner and for the purposes set forth.

2. The independent supporting-bar F, with its hook-shaped head and rounded end fitting into the pocket in the draw-head, and combined therewith, to operate in the manner described.

In testimony that I claim the foregoing I have hereunto set my hand this 20th day of July, 1874.

JOHN H. NUTTING.

Witnesses:

FRANK M. BARTON,  
A. TERRY PECK.