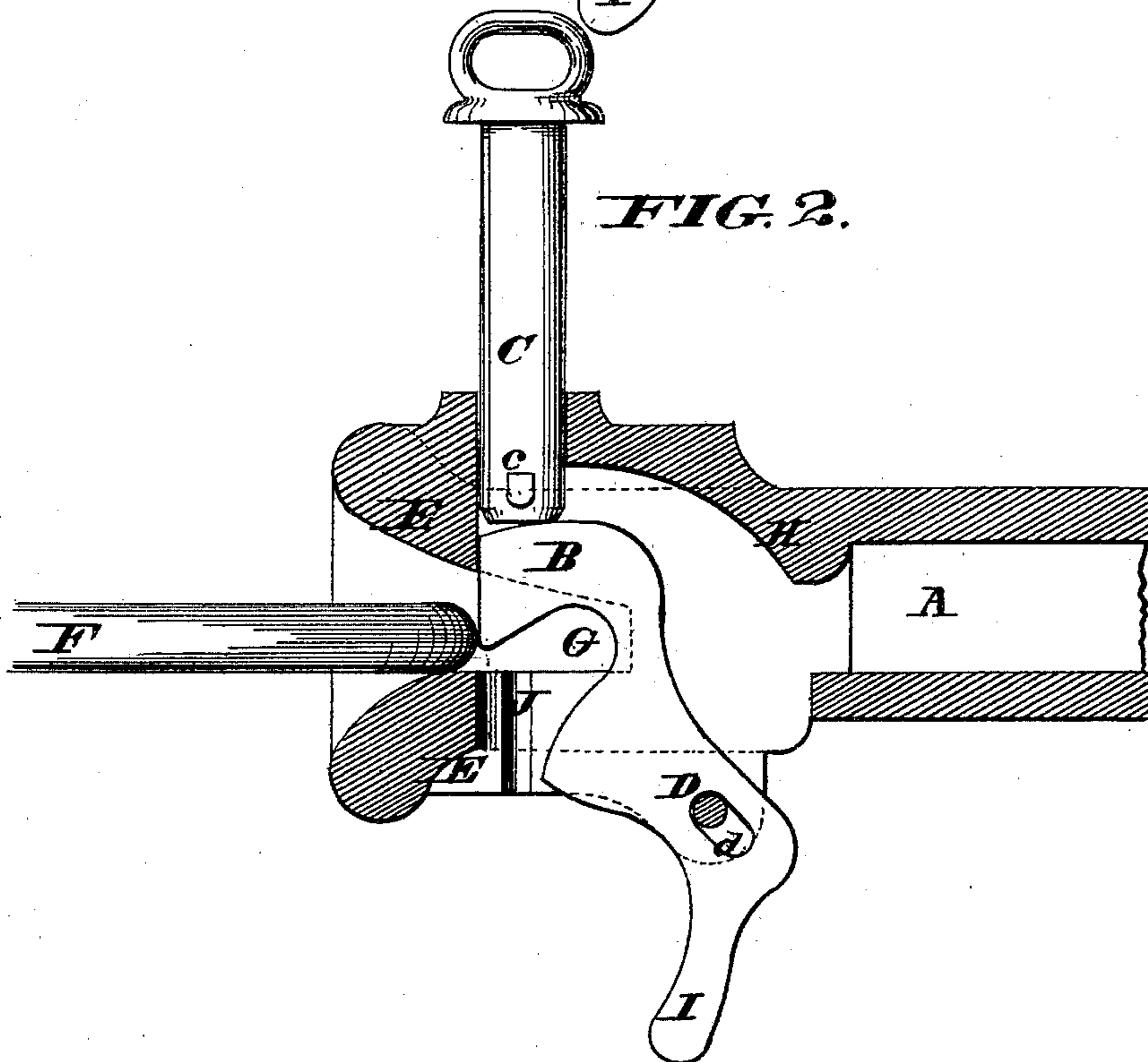
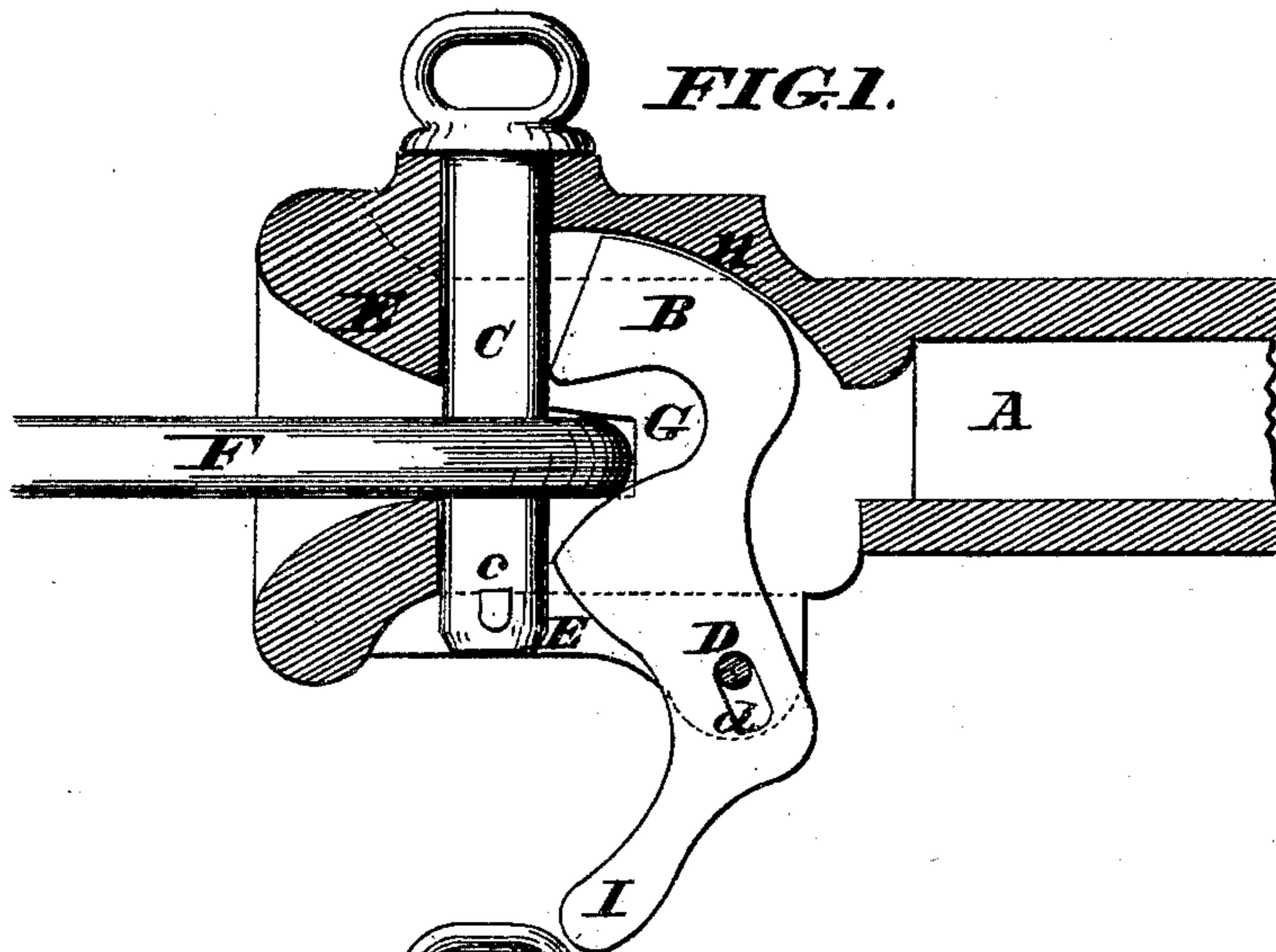


R. D. CHATTERTON.
CAR-COUPLING.

No. 175,927.

Patented April 11, 1876.



WITNESSES

Le Blond, Burdett
A. Galt

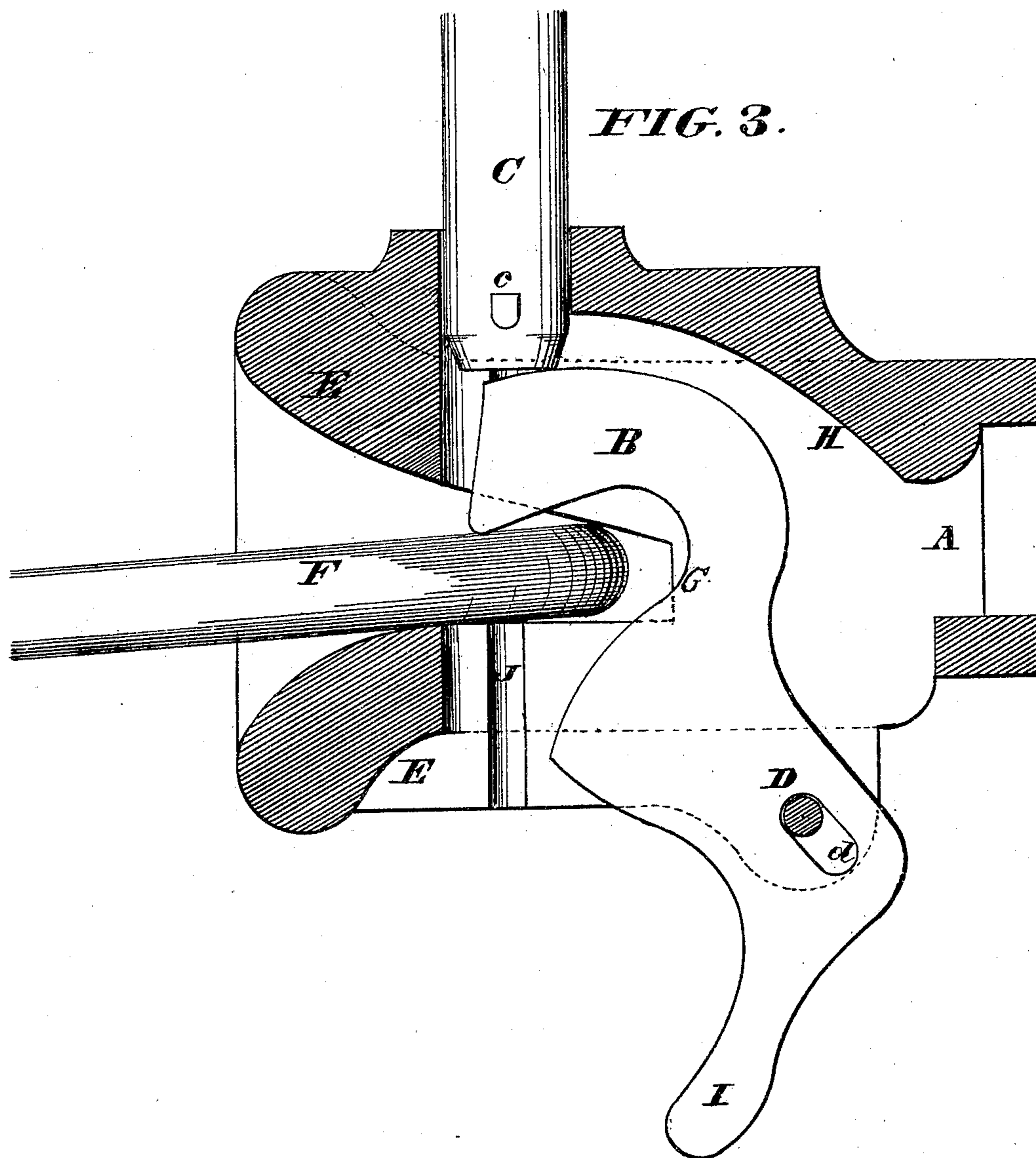
INVENTOR

R. D. Chatterton
By *Knights* Attorneys

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UNITED STATES PATENT OFFICE.

RICHARD DOVER CHATTERTON, OF COBOURG, CANADA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **175,927**, dated April 11, 1876; application filed February 9, 1876.

To all whom it may concern:

Be it known that I, RICHARD DOVER CHATTERTON, of Cobourg, in the Province of Ontario, Canada, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification:

My invention relates to an automatic car-coupling, having a tumbling-catch adapted to support the coupling-pin and to be pressed back by the entrance of the link, and thus permit the pin to fall.

My improvement particularly consists in so constructing and applying the tumbler that when the link is coupled the tumbler will retreat within a recess in the rear of the draw-head beyond the reach of injury, and when the pin is raised for uncoupling the tumbler may rest beneath and support it without holding the link within the draw-head or excluding it therefrom.

In the accompanying drawings, Figure 1 is a vertical longitudinal section of the device, showing the parts coupled. Fig. 2 is a vertical longitudinal section, showing the parts in readiness for coupling. Fig. 3 is a longitudinal section, showing the parts uncoupled and the link resting within the draw-head.

A represents the draw-head. B is a tumbling-catch of S form, working therein on a pivot, D. C is the coupling-pin. E E are jaws or lugs, supporting the pivot D. The said pivot passes through an elongated opening or slot, *d*, in the catch, so as to afford to the latter sufficient upward and forward play for the withdrawal of the link without disturbing the coupling position of the pin C. F is the coupling-link. G G are shoulders within the draw-head, limiting the entrance or backward movement of the link F, and forming a bearing to sustain it in horizontal position. H is the rear stop of the pivoted tumbler, the space from G to H constituting a recess within which the tumbler rests out of reach of any violent or injurious concussion from the link. The tumbling-catch is further provided with a downwardly-projecting arm, I, Fig. 3, which permits its easy and convenient movement by hand. J J represent grooves, which receive lugs *c c* on the coupling-pin, so as to guide it in a vertical line and limit its ascent.

Operation: Fig. 2 shows the parts in position to receive the link F, the entrance of which drives the tumbling-catch B back from under the pin C, and permits the latter to fall and catch the link. Fig. 1 shows the link F secured by the pin C, and supported in horizontal position by the shoulders G in readiness for entering the other draw-head. If now it be desired to uncouple or release the link the pin C is raised. The tumbler B will then fall forward to the position shown in Fig. 2, supporting the pin C, and leaving the link free without necessitating the removal of the latter from the draw-head until convenience may require. This distinguishes my invention clearly from any in which the link holds the catch back, and must be removed or the pin held up by hand or other means before the cars can be separated. If the link is to rest in the draw-head without locking, the parts may assume the position shown in Fig. 3. The link may then be drawn out at any time, or if driven in will be more securely held in its uncoupled condition. If the tumbler and pin are arranged simply to adapt them for ready coupling they may be placed as shown in Fig. 2.

To state more briefly, the head of the catch is adapted in its normal position to receive the blow of the link at its entry, and as it passes backward releases the pin, and then rests against the latter in readiness to fall forward, without shifting the link, as soon as the pin is raised. As the head of the catch receives the blow of the link the shank is entirely protected from injury.

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

The combination, with the draw-head A and pin C, of the catch B, adapted to support said pin, while permitting the link F to remain in its innermost position uncoupled against the shoulders G G' of the draw-head, as and for the purpose set forth.

R. D. CHATTERTON.

Witnesses:

ROE BUCK,
A. G. BOSWELL.