

(No Model.)

J. COART.
Car Coupling.

No. 232,687.

Patented Sept. 28, 1880.

Fig: 1.

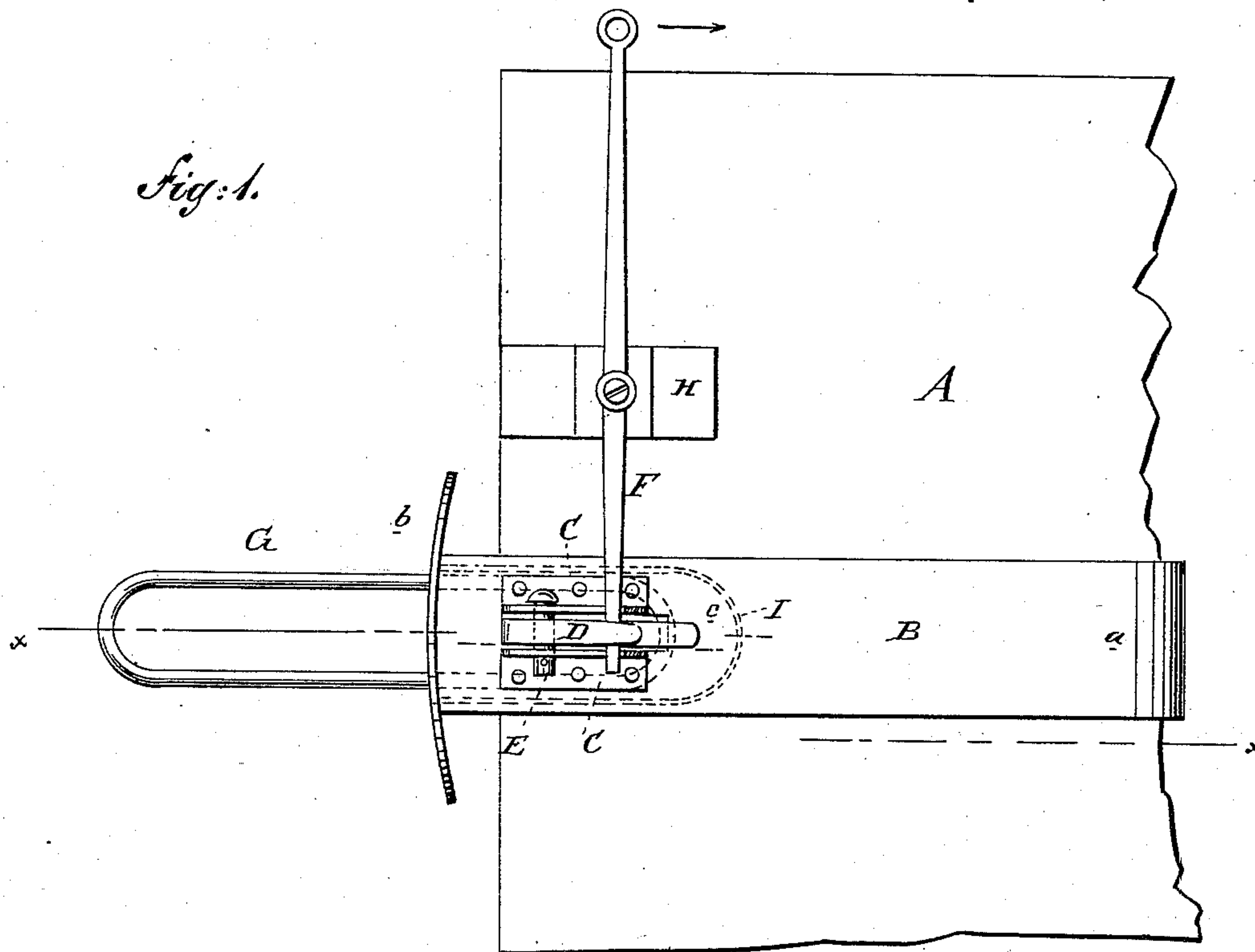


Fig: 2.

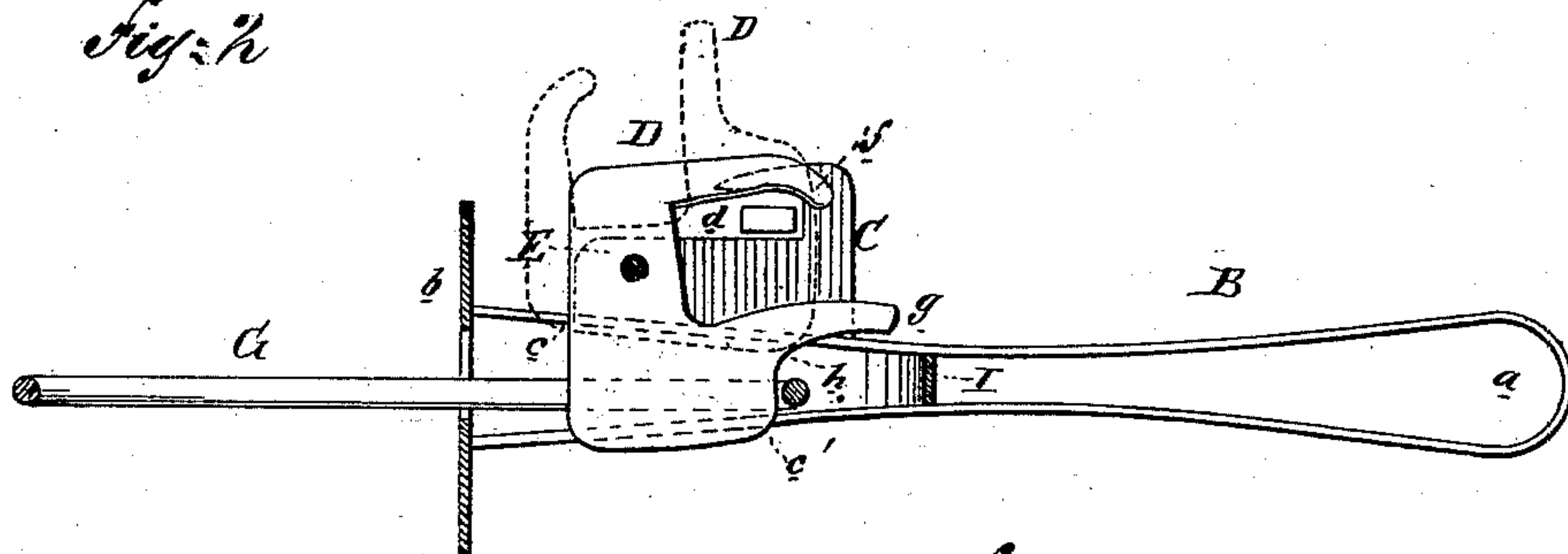
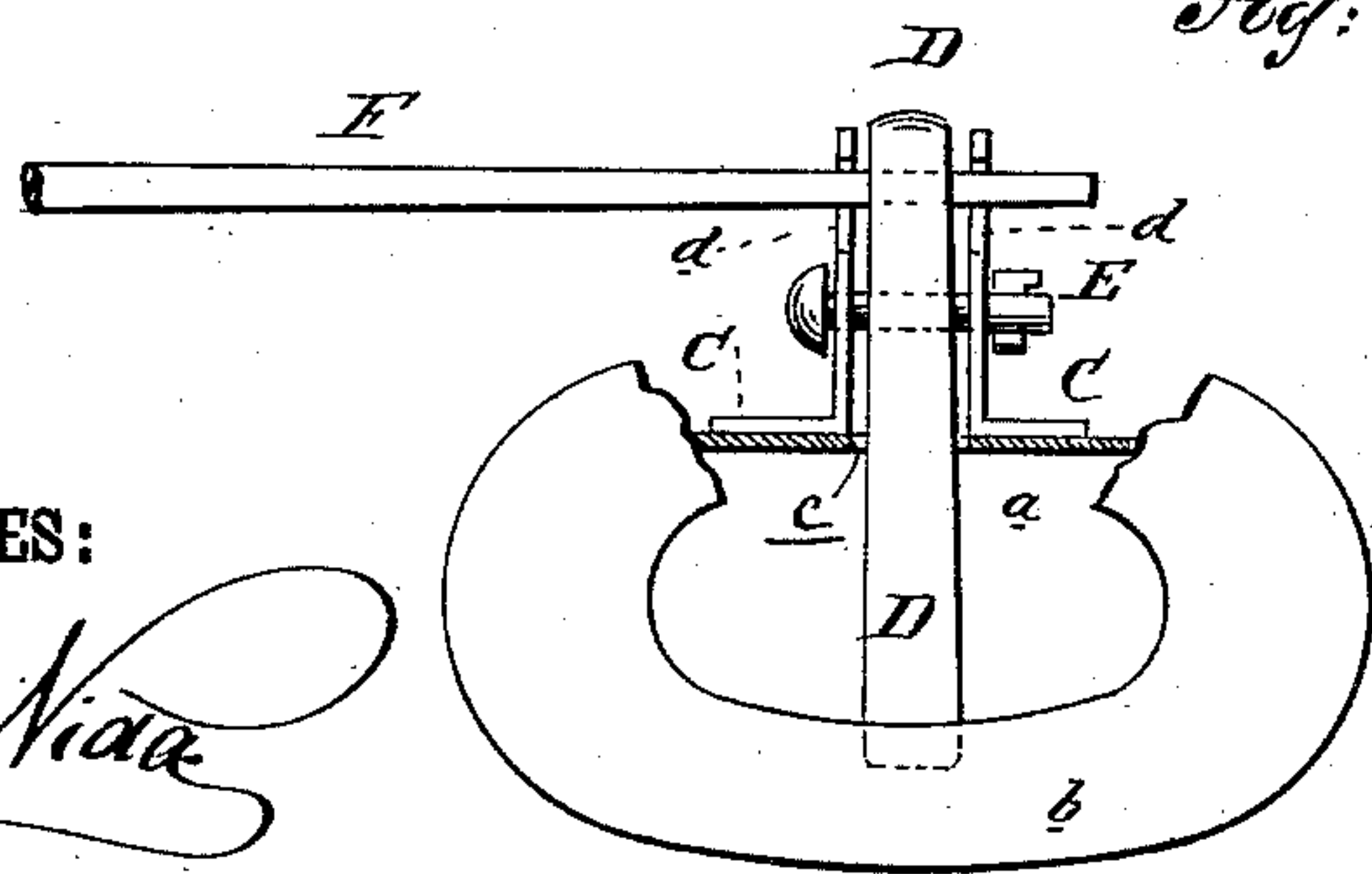


Fig: 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JAMES COART, OF HARRISBURG, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 232,687, dated September 28, 1880.

Application filed June 25, 1880. (No model.)

To all whom it may concern:

Be it known that I, JAMES COART, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented a new and Improved Car-Coupler, of which the following is a specification.

The invention consists in improved means for supporting the coupling devices of a car, and in combining the parts that do the coupling with and uncoupling from the link, as hereinafter described.

Figure 1 is a plan of the device in position. Fig. 2 is a sectional side elevation of the same on line *x x*, Fig. 1. Fig. 3 is a front elevation of the coupler, with a part broken away the better to exhibit other parts.

Similar letters of reference indicate corresponding parts.

In the drawings, A represents a platform beneath the car. B represents the draw-head, formed of a plate of metal, *a*, bent in the center, and having a curved oval broad collar, *b*, fastened upon the front ends of the plate. *c* is a longitudinal slot formed in the top of the draw-head B, and *c'* a like slot in the bottom thereof, and on either side of this slot *c* the angle-plates C are fastened by rivets or other suitable device, said angle-plates having near their tops horizontal recesses or slots *d* opening toward the front. Between these plates C the pawl D is pivoted on the pin E in such a way that said pawl D hangs down through the slots *c* and *c'* of the said draw-head B, and in this position an opening is formed between the upper finger, *f*, of the pawl D and the lower edges of the recesses *d* of the upright plates C, transversely through which opening the end of the lever F is introduced, the lower finger, *g*, resting on the top of the draw-head B, and the curved recess *h* of said pawl D being within the draw-head B. In this position the pawl D holds a coupling-link, G, firmly in place.

The lever F is pivoted on a block, H, at the side of the draw-head B, the handle of the said lever projecting beyond the side of the car.

In order to uncouple the car the handle of the lever F is moved in the direction of the arrow, Fig. 1, with the effect of throwing the pawl D out of the link G and into the position shown in dotted lines, Fig. 2, and on moving the lever F back to its primary position the said pawl D returns to its position shown in Figs. 2 and 3, so that an entering link, striking the front edge of the pawl D at its lower part, will throw the said pawl up, to immediately fall again by its own weight into the link to hold it coupled, and the said entered coupling-link is prevented from moving laterally or rearward by the curved plate I, that is fixed upright between the upper and lower parts of the draw-head B.

By properly-attached mechanism this device can be operated from the top as well as from the sides of the car, thereby obviating the dangerous necessity of going between the cars to couple and to uncouple.

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

1. In a car, the combination, with the sub-jacent platform A, of the bent top-slotted plate *a*, having collar *b*, and the slotted angle-plates C *d*, as shown and described, to support the coupling devices, as set forth.

2. The combination, with the plates C, having slots *c d*, of the pawl D, having rear fingers, *f g*, and curved recess *h*, as and for the purpose specified.

JAMES COART.

Witnesses:

FREDERICK BENDER,
GEO. WM. COART,
JAMES T. MERREY,
H. L. ROBERTS.