

(No Model.)

J. BILLUPS.  
CAR COUPLING.

No. 270,374.

Patented Jan. 9, 1883.

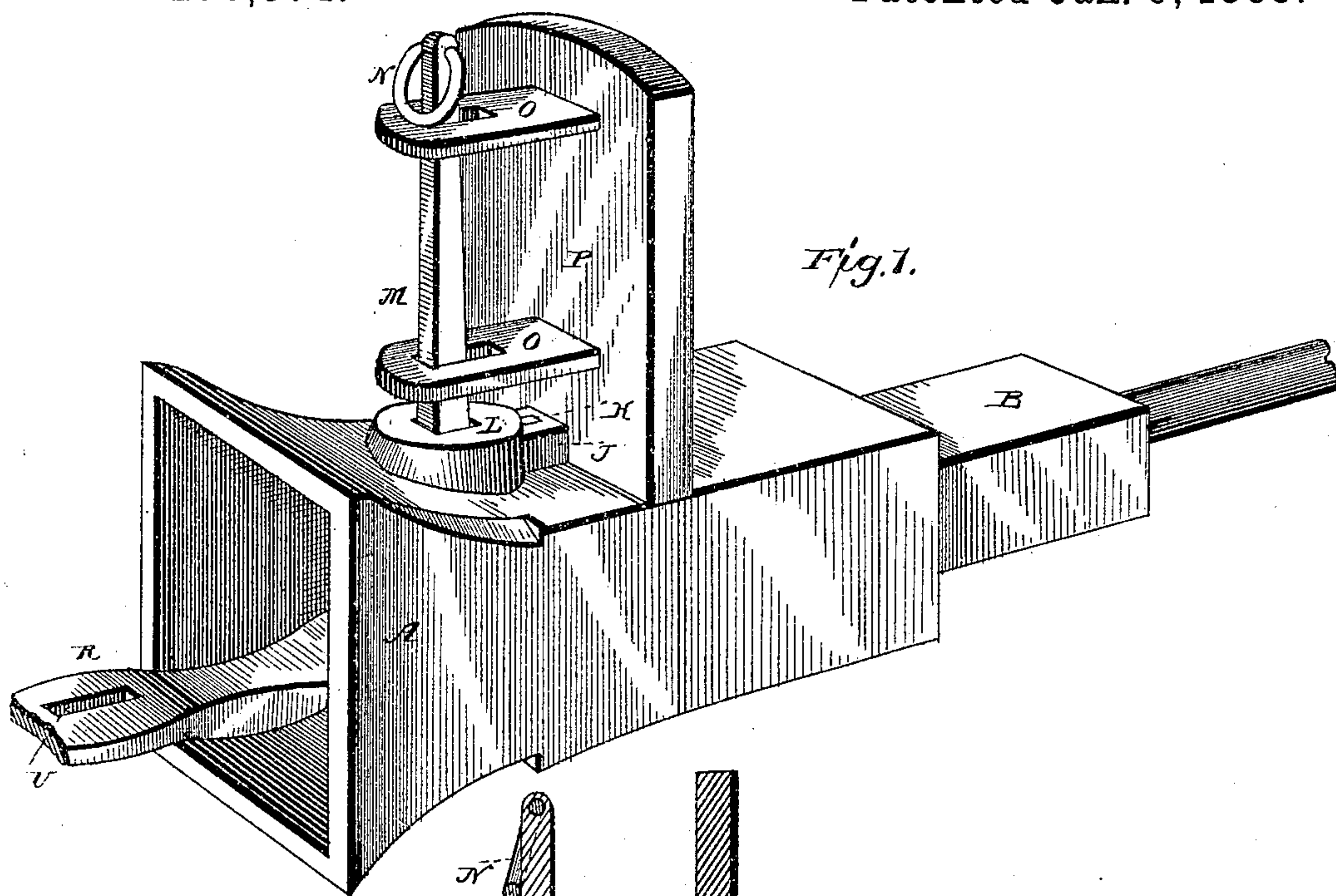


Fig. 1.

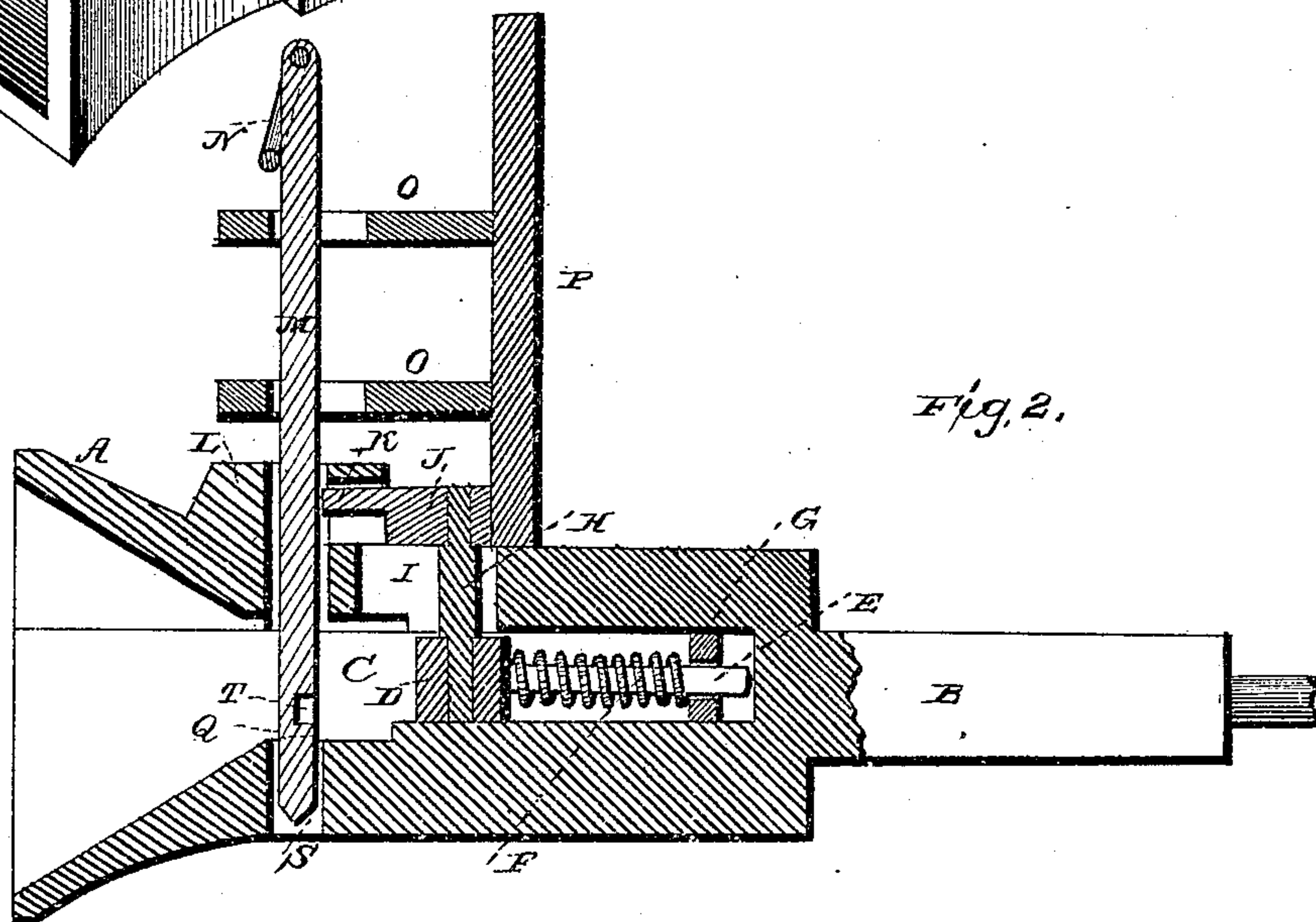


Fig. 2.

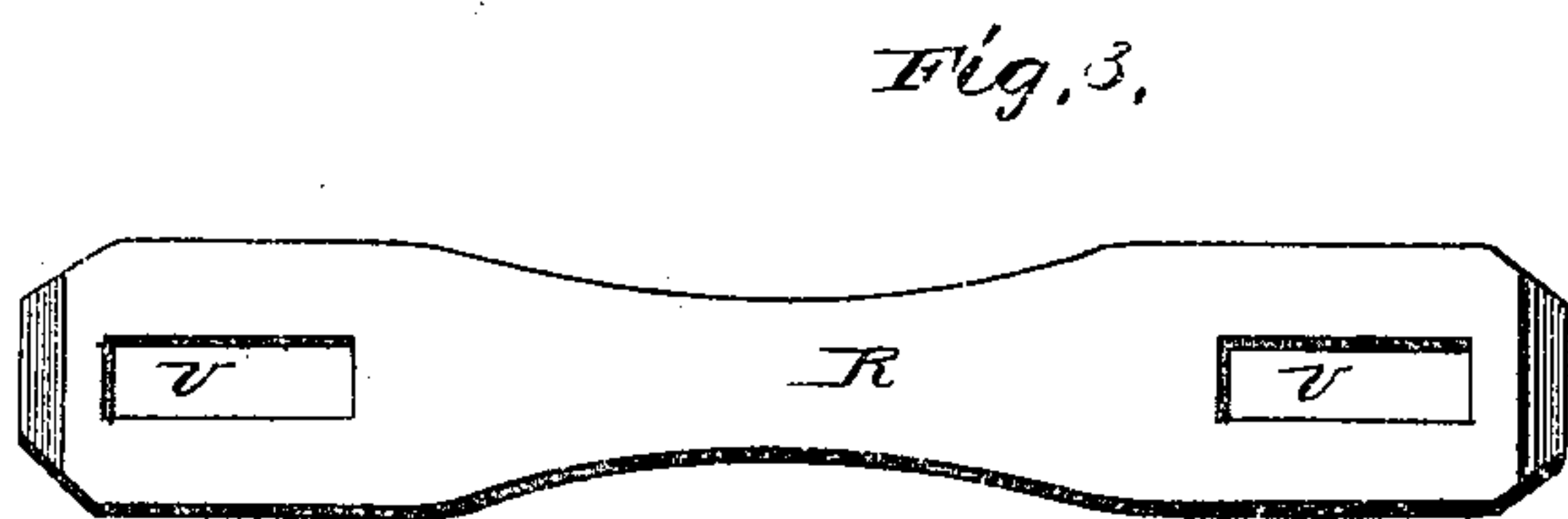


Fig. 3.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

JAMES BILLUPS, OF MILTON, WEST VIRGINIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 270,374, dated January 9, 1883.

Application filed November 23, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES BILLUPS, of Milton, in the county of Cabell and State of West Virginia, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of my improved car-coupling. Fig. 2 is a longitudinal vertical section through the same, and Fig. 3 is a detail view.

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

My invention has relation to car-couplings; and it consists in the improved construction and combination of parts of the same, as hereinafter more fully shown and described.

In the accompanying drawings, the letter A indicates the draw-head, which is fastened upon a draw-bar, B, of any desired construction. The draw-head has a longitudinal recess, C, in which slides a square head, D, having a rod, E, projecting from the side, bearing against a spiral spring, F, said rod passing through the spiral spring and sliding in a bearing, G, against which the rear end of the spring F bears. A short square bar, H, passes up through a slot, I, in the upper part of the draw-head from the upper side of head D and slides in the slot. The upper end of this bar H is provided with a head, J, above the slot, which head is provided with a forward-projecting finger, K, which passes through the rear side of a bearing, L, in which the coupling-pin M slides. This coupling-pin is a square bar provided with a ring or handle, N, at its upper

end and sliding in bearings O upon a plate, P, which is fastened to the end of the car. The lower end of the coupling pin or bar has a shoulder or offset, Q, which slides in the bearing L and rests upon the coupling-link R when coupled, while the part below projects through the link and down into a square hole, S, in the under side of the draw-head.

In the rear side of the coupling-pin, at the shoulder Q, is a slot or recess, T, into which the end of finger K may project and hold the coupling-pin out of the central opening of the draw-head, out of the way of the link.

When my coupler is to be used the link R, which consists in a bar bent at the center and having slots U—one at each end—for the insertion of the coupling-pin, is placed into the draw-head, ends pointing upward, and pressed against the square head D, which releases the pin and allows it to drop.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The herein-described car-coupling, consisting of the draw-head A, having central recess, C, bearing G, and slot I, the draw-bar B, square head D, having rod E, bar H, and finger K, spring F, coupling-pin M, having ring or handle N, offset Q, having recess T and sliding in bearings O, L, and link R, having upward-bent ends, having slots U, the whole constructed and combined to operate substantially as and for the purpose shown and set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

JAMES BILLUPS.

Witnesses:

W. R. HUDSON,

JAS. A. WALKINSHAW.