(No Model.)

J. T. WRIGHT.

CAR COUPLING.

No. 272,009. Patented Feb. 6, 1883.

Fig 1

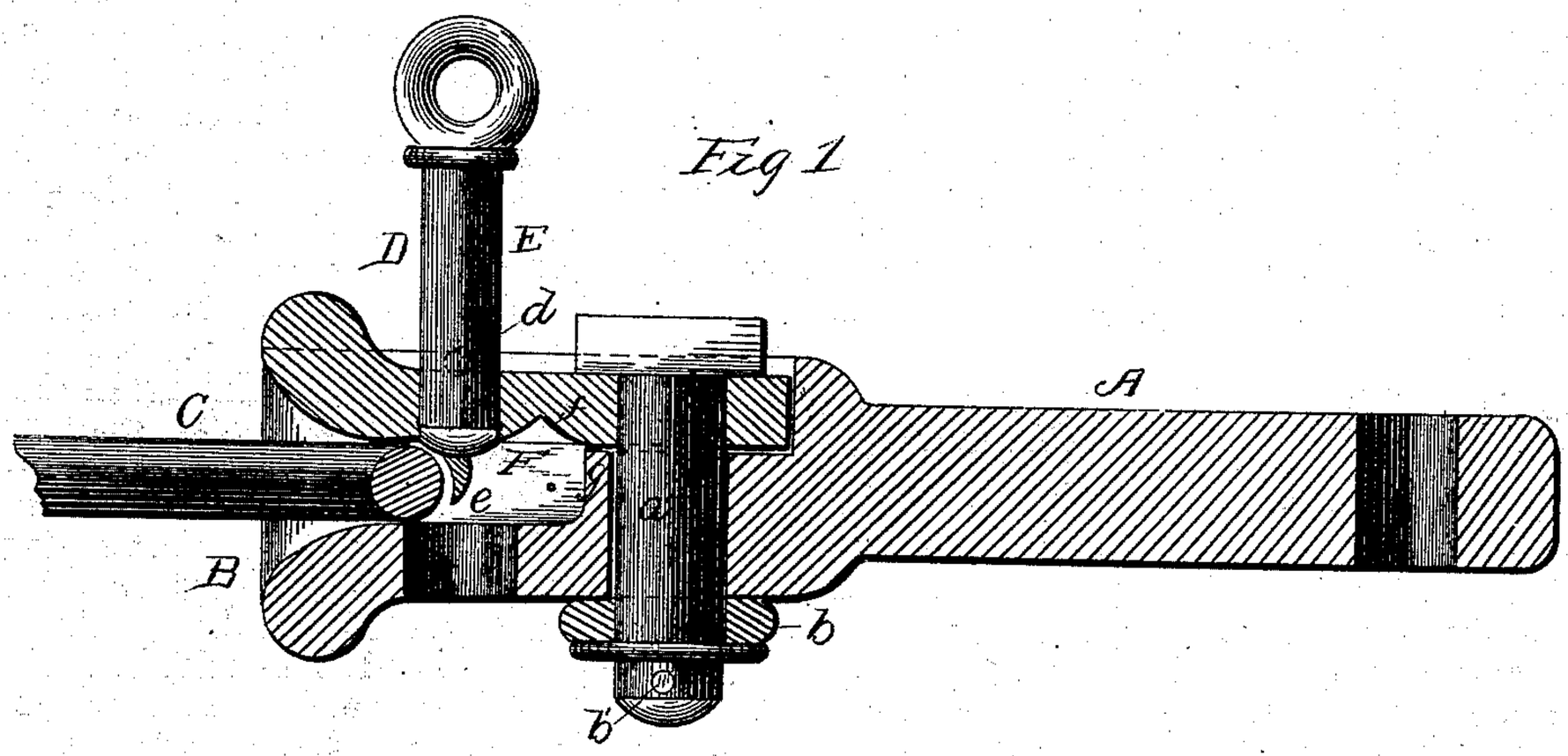
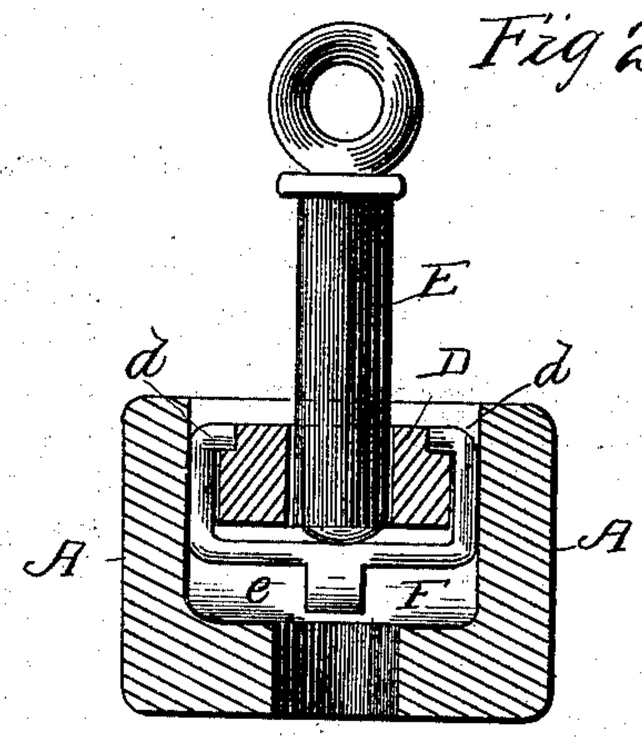


Fig 2.



WITNESSES

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 272,009, dated February 6, 1883.

Application filed December 14, 1882. (No model.)

To all whom it may concern:

Be it known that I, J. THOMPSON WRIGHT, of New Albany, in the county of Floyd and State of Indiana, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 represents a vertical section taken longitudinally through my improved car-coupling, showing the coupling-pin up and the link about to enter the draw-bar. Fig. 2 is a transverse section taken vertically through the draw-bar.

This invention relates to couplings for railroad cars and coaches, wherein links and pins are used in combination with bell-mouth draw-bars or buffers; and the nature of my invention will be fully understood from the following description, when taken in connection with the annexed drawings.

A designates a draw-bar, on one end of which is constructed a bell-mouth head, B, adapted to receive a coupling-link, C. The side and bottom walls of the head B are formed entire with the draw-bar A; but the roof or jaw D is movable vertically for the purpose of allowing the coupling-link C to enter the head freely and then to press upon this link, so as to hold it in a horizontal or coupling position. The roof or jaw D is inserted between the side walls of the head B and held upon a bearing, *g*, by means of a vertical pin, *a'*, a spring, *b*, and a pin, *b'*. The spring *b* will yield and allow the jaw D to rise when the link C enters the head, and then cause it (the jaw D) to confine the link in a horizontal position for coupling with another draw-bar.

E designates the coupling-pin, which is passed vertically and loosely through holes made through the jaw D and the floor of the head B. This pin has a perforated and shouldered head, and its lower end is enlarged, so that it cannot be drawn entirely through the jaw D.

F designates a stirrup, which is suspended by its pivots *d d* from the loose jaw D, so as to hang loosely in a vertical plane coinciding with the longitudinal axis of the coupling-pin E, and thus support this pin in an elevated or coupling position. This stirrup F is constructed with a lip, *e*, at the middle of its length, which is in the median line of the draw-head, and which is struck by the link in the act of making a coupling. When the stirrup is struck and driven back the pin E will drop down through the link and effect a coupling. A recess, *f*, is made into the lower side of the jaw D to receive the free end of the stirrup F when the link is in the draw-head. When the pin E is fully raised the link can be drawn out of the draw-head, and the stirrup will drop down beneath the said pin and sustain it elevated.

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

The combination of the draw-head B, the yielding jaw D, the vertical connecting-pin *a'* thereof, the spring *b*, and pin *b'*, applied to this pin, the gravitating coupling-pin E, and the swinging stirrup F, pivoted to the said spring-actuated jaw D, all constructed and adapted to operate substantially in the manner and for the purposes described.

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

J. THOMPSON WRIGHT.

Witnesses:

JOHN NAFIN,

J. C. TULLY.