(No Model.)

# T. B. NUTTING.

## CAR COUPLING.

No. 277,773. Patented May 15, 1883.

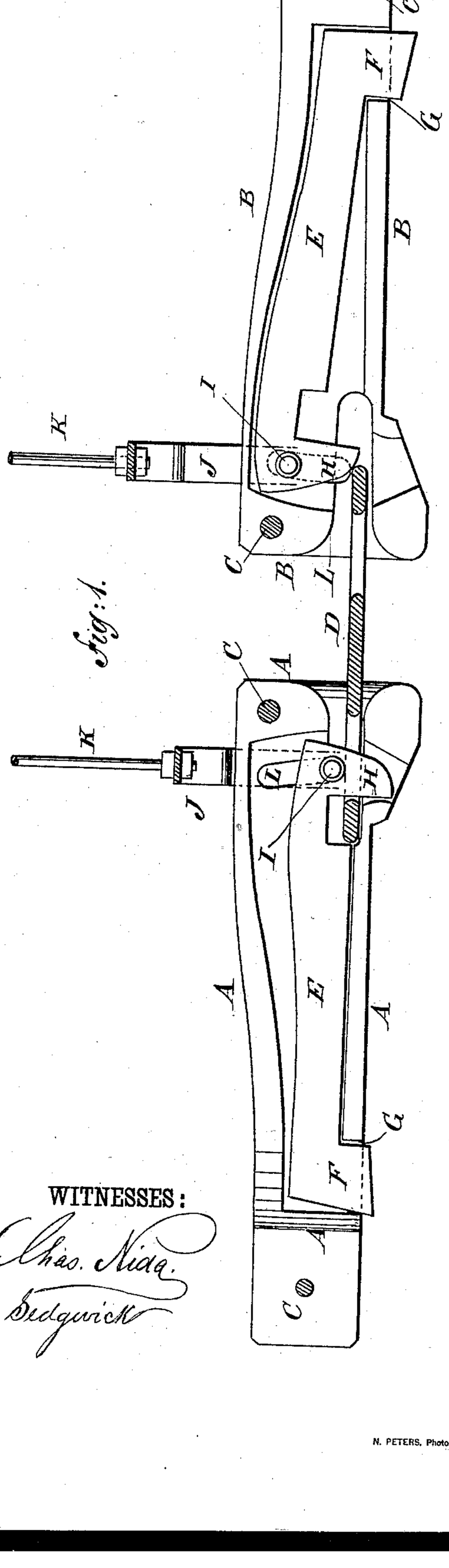


Fig: 1.

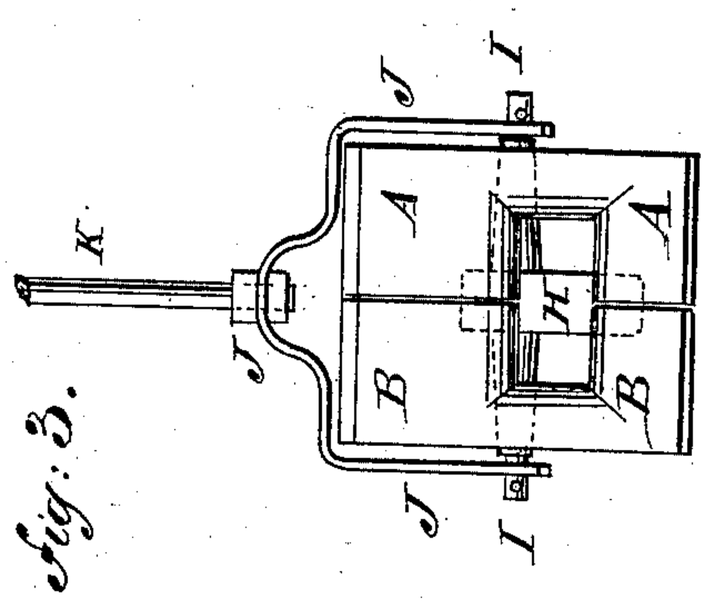


Fig: 3.

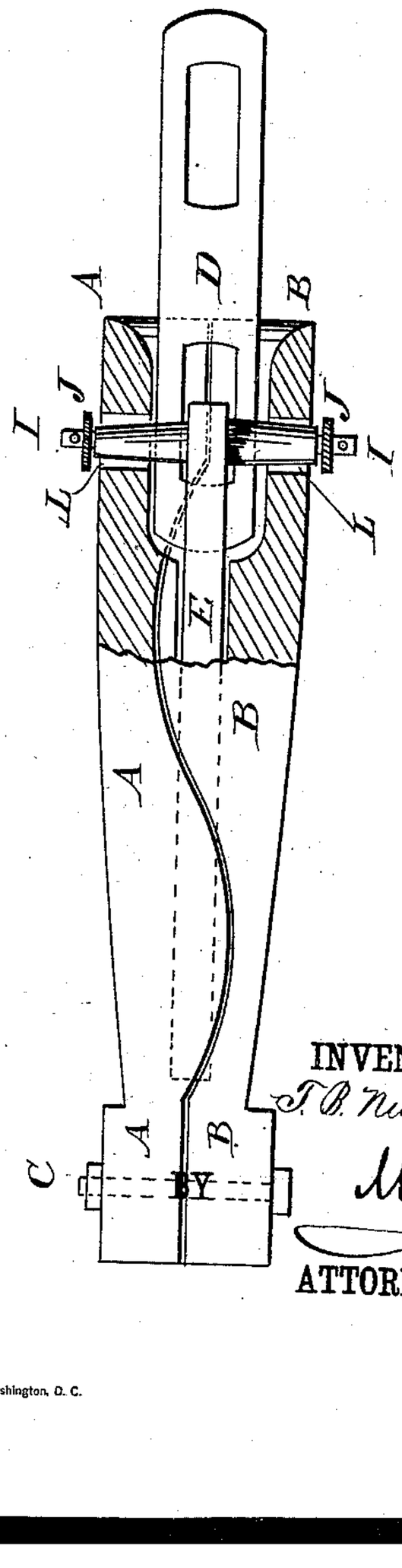


Fig: 2.

WITNESSES:

Chas. Nida.

C. Sedgwick

INVENTOR:

T. B. Nutting

Munn & Co

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

THOMAS B. NUTTING, OF MORRISTOWN, NEW JERSEY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 277,773, dated May 15, 1883.

Application filed February 14, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS B. NUTTING, of Morristown, in the county of Morris and State of New Jersey, have invented certain new and useful Improvements in Car-Couplings, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a sectional side elevation of my improvement. Fig. 2 is a plan view of a part of the same, partly in section. Fig. 3 is a front elevation of a part of the same.

The object of this invention is to improve the construction of the car-coupling for which Letters Patent No. 197,883 were issued to Thomas B. Nutting and David U. Graveline, December 4, 1877, in such a manner as to make them more convenient, reliable, and durable in use.

The draw-head is made in two parts, A B, the plane of division being vertical, and the adjacent faces of the two parts being correspondingly scalloped, as shown in Fig. 2, to take the draft strain off the bolts C, that connect the said parts, and thus increase the strength of the coupling. The mouth of the draw-head A B is flared to guide the coupling-link D into place, and its throat is made wide and low to receive the said link, as shown in Figs. 1, 2, and 3. The adjacent faces of the parts A B of the draw-head are recessed, as shown in Fig. 1, to receive the draw-bar E, which has a projection or hook, F, upon its rear end, fitting into an aperture, G, in the lower side of the said draw-head A B.

Upon the forward end of the draw-bar E is formed a hook, H, to engage with the coupling-link D, and which has its forward edge beveled or rounded, so that the said draw-bar will be raised by the pressure of the end of the entering link, and the cars will be coupled automatically as they are run together.

To the forward ends of the draw-bars E are attached, or upon them are formed, pins I, which project laterally through curved slots L in the sides of the draw-heads A B, as shown in Figs. 1, 2, and 3, so that the said pins will not interfere with the free vertical movement of the forward ends of the said draw-bars E. The outer ends of the pins I pass through holes in the ends of the bails J, where they are secured in place by pins, nuts, or other suitable fastenings. The bails J pass over the draw-heads A B and to their centers are attached the lower ends of rods K, which extend up to the platforms or tops of the cars, so that the draw-bars E can be readily raised from the said platforms or tops of the cars to release the links D. With this construction the draw-bars E will be held down upon the coupling-link D by their own weight and will be further secured in place by the weight of the bails J and rods K.

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

1. The draw-bar E, having on the same side but at opposite ends the opposite hooks F H, perpendicular on their inner faces, in combination with a draw-head having a bottom hole for each hook, said draw-bar and draw-head being correspondingly recessed behind the hook H to receive the link, as shown and described.

2. In a car-coupling, the combination, with the hooked draw-bar E, having laterally-projecting pins I, and the draw-heads A B, having curved side slots, L, of the bail J and rod K, substantially as herein shown and described, whereby the draw-bar can be raised to uncouple the cars from the top or platform of a car, as set forth.

THOMAS B. NUTTING.

Witnesses:

JAMES T. GRAHAM,

C. SEDGWICK.