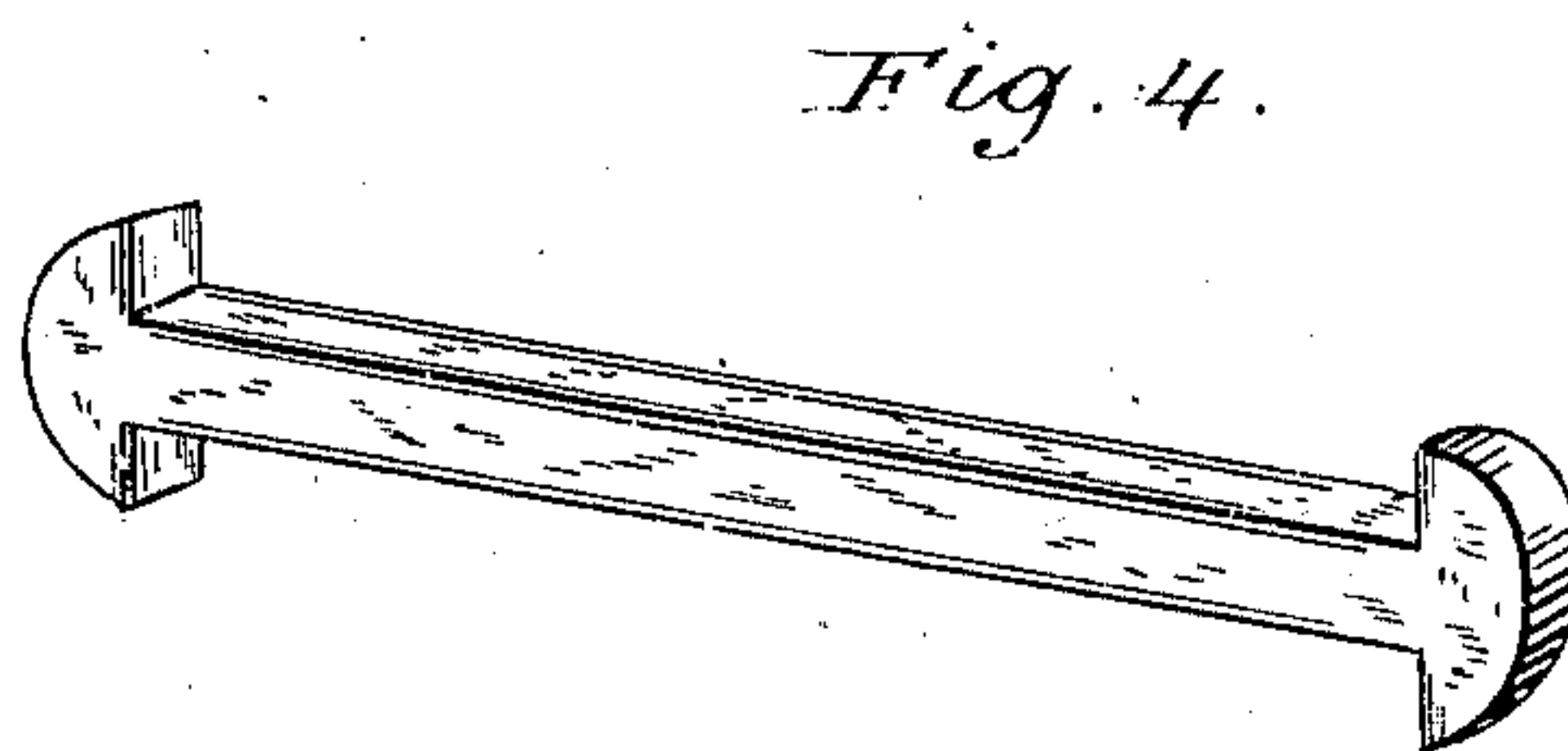
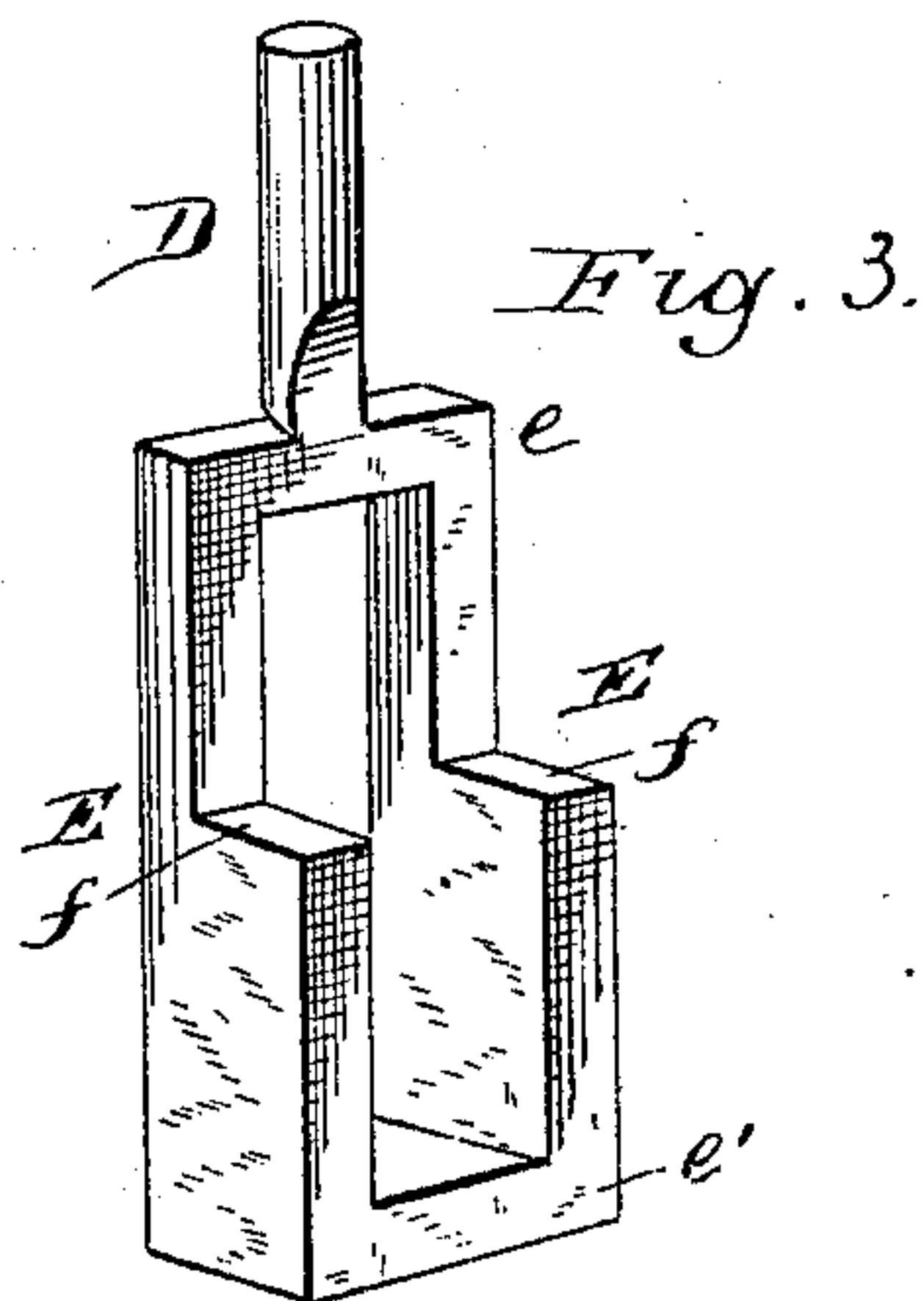
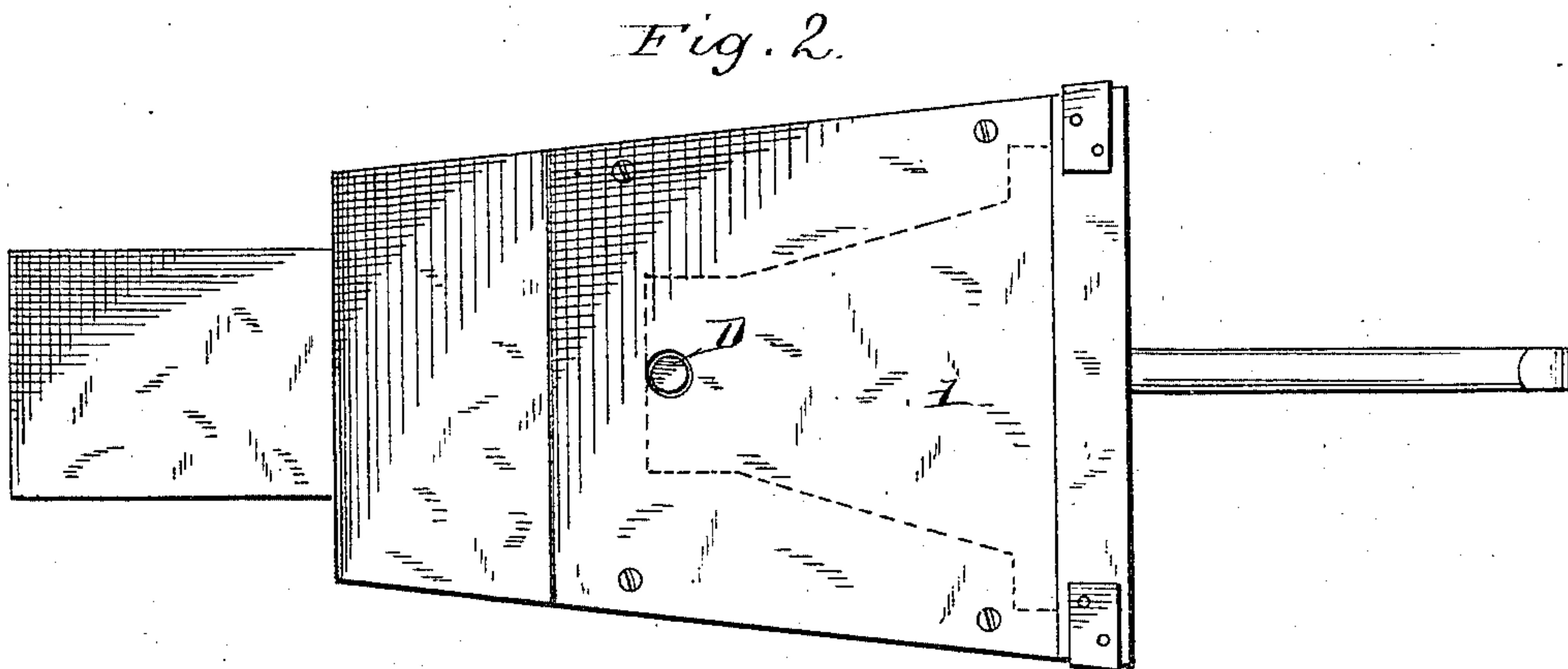
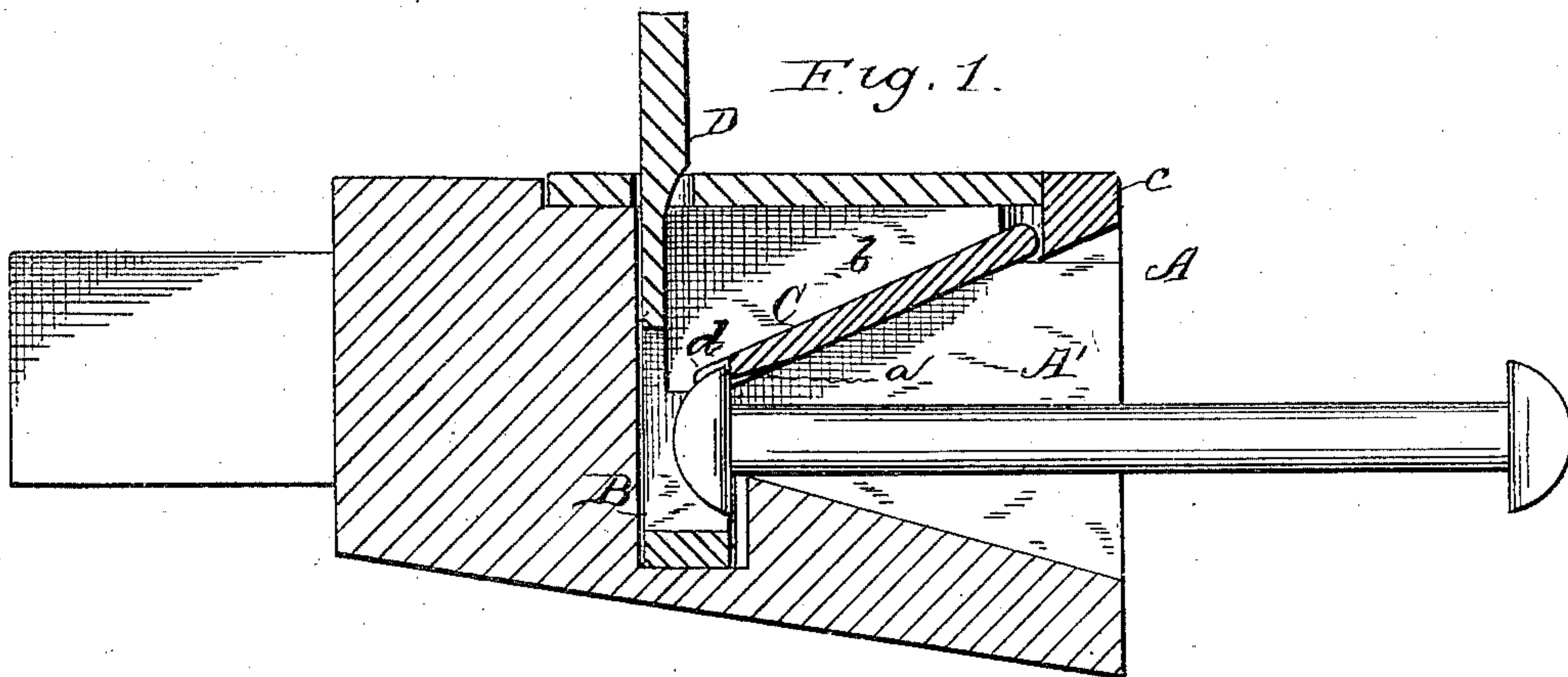


(No Model.)

J. W. WHITE.
CAR COUPLING.

No. 284,108.

Patented Aug. 28, 1883.



Witnesses:
C. M. Johnson.
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UNITED STATES PATENT OFFICE.

JESSIE W. WHITE, OF RED RIVER IRON WORKS, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 284,108, dated August 28, 1882.

Application filed June 11, 1883. (No model.)

To all whom it may concern:

Be it known that I, JESSIE W. WHITE, a citizen of the United States of America, residing at Red River Iron Works, in the county of Estill and State of Kentucky, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplings; and it consists in the construction and combination of the parts, as will be hereinafter more fully set forth, and pointed out in the claims, whereby the cars may couple themselves, and will be provided with means whereby they may be readily uncoupled.

In the annexed drawings, which illustrate my invention, Figure 1 is a vertical longitudinal section, and Fig. 2 is a plan view. Figs. 3 and 4 are detailed perspective views.

A represents the draw-head, the rear portion of which is of ordinary construction, and it is adapted to be attached to the cars in the usual manner. This draw-head is provided with the usual front opening. This opening A' is provided at its base or side with converging walls, so as to provide an opening of reduced size at the inner end of the same. These side walls are provided at their upper portion with projecting flanges, as shown at *a*, while the balance of the draw-head above the same is cut away tapering, as shown, and indicated by the letter *b*. Immediately to the rear of the mouth the draw-head is cut away, so as to form a rectangular portion or well, B, which extends rear of the side and bottom walls and below the same, as shown in Fig. 1. The draw-head is provided at its upper portion with a transverse bar, *e*, immediately to the rear of which is pivoted a plate or catch, C, which lies within the opening *b* and rests upon the flanges *a*. This pivoted plate or catch C is provided at its lower end with pro-

jections *d d*, which overlap the opening B, for the purpose as will be hereinafter more fully set forth.

D represents a pin, which is provided with transverse bars *e e'* at the top and bottom, respectively, which are connected to each other by the vertical side bars, E E, which are provided with projecting steps *f f* at about their central portion, and at their upper end with a vertical bar, which is attached to the upper transverse bar, *e*. It will be seen that by this construction I provide a slot at the central portion of this pin. This pin is placed in the recess B, and the plate which covers the opening at the top of the draw-head is provided with a perforation, through which the end of the pin projects.

The form of coupling-link which I employ is shown in Fig. 4, the same being rounded at its ends and provided with straight edges adjacent to the connecting-bar. The head is also flattened on its side, and is of a size corresponding with the slot in the pin D.

Having thus described the construction of my invention, its operation will be as follows: When the parts are organized as shown in Fig. 1, when the cars come together, the link, which is constructed as hereinbefore described, will be guided into the rear opening in the mouth of the draw-head and will raise the plate C, which plate will fall by gravity as soon as the head of the pin passes it. The link will pass through the pin, and will strike against the rear wall of the draw-head, and the plate C, when it falls, will hold the link securely in position, the head of the draw-bar entering the recess B on one side and bears upon the end of the plate C on the other side.

When it is desirable to uncouple the cars, the pin D is raised, and will carry with it the plate C, the ends *d d* resting upon the projections *f f*, while the lower transverse bar, *e'*, of the pin will raise the link and allow it to be removed from the draw-head. The transverse bar *e* at the upper part of the pin D will prevent the same from being raised too high or removed from the opening D.

It will be noticed that both the movable parts of this car-coupler are operated by grav-

ity, and there are no springs or parts which are liable to be injured.

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

1. In a car-coupling device, the draw-head A, provided with a link entrance opening or mouth with converging bottom and side walls, and a vertical recess rear of the same, in combination with a pivoted plate, C, and pin D, having a central opening and projections *ff*, upon which the plate C rests, substantially as shown, and for the purpose set forth.

2. In a car-coupling device, the draw-head provided with a converging mouth having a

recess, B, rear of the same, and a pivoted plate, C, with projections *dd* at its free end, in combination with the vertical operating-pin having cross-bars *ee'*, side bars, E E, with steps *ff*, and an end which projects through the cover upon the draw-head, the parts being organized and combined substantially as shown, and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JESSIE W. WHITE.

Witnesses:

THOMPSON HALL,
R. M. HARDWICK.