

(No Model.)

J. RIGBY & S. S. McHUGH.

CAR COUPLING.

No. 286,848.

Patented Oct. 16, 1883.

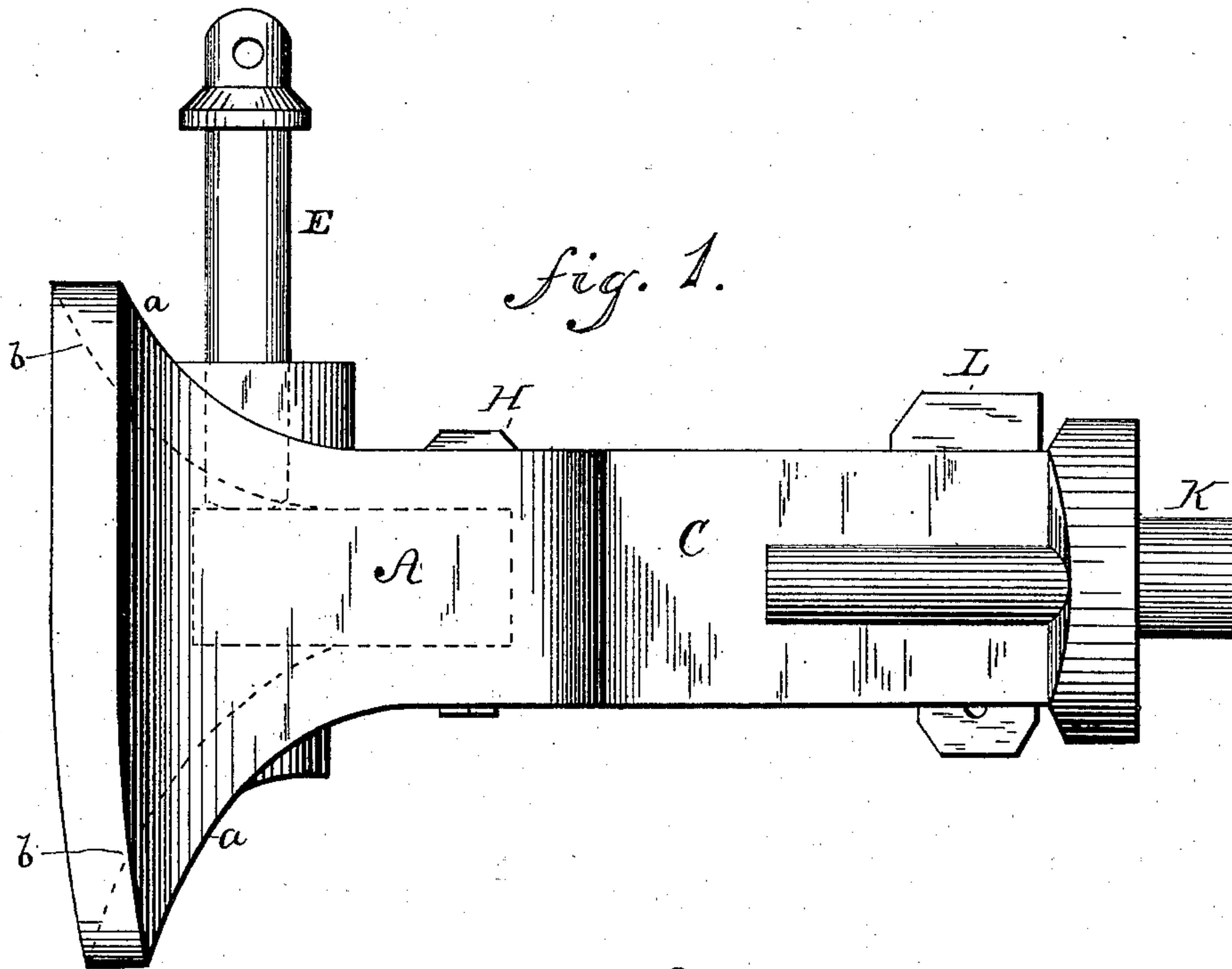


fig. 1.

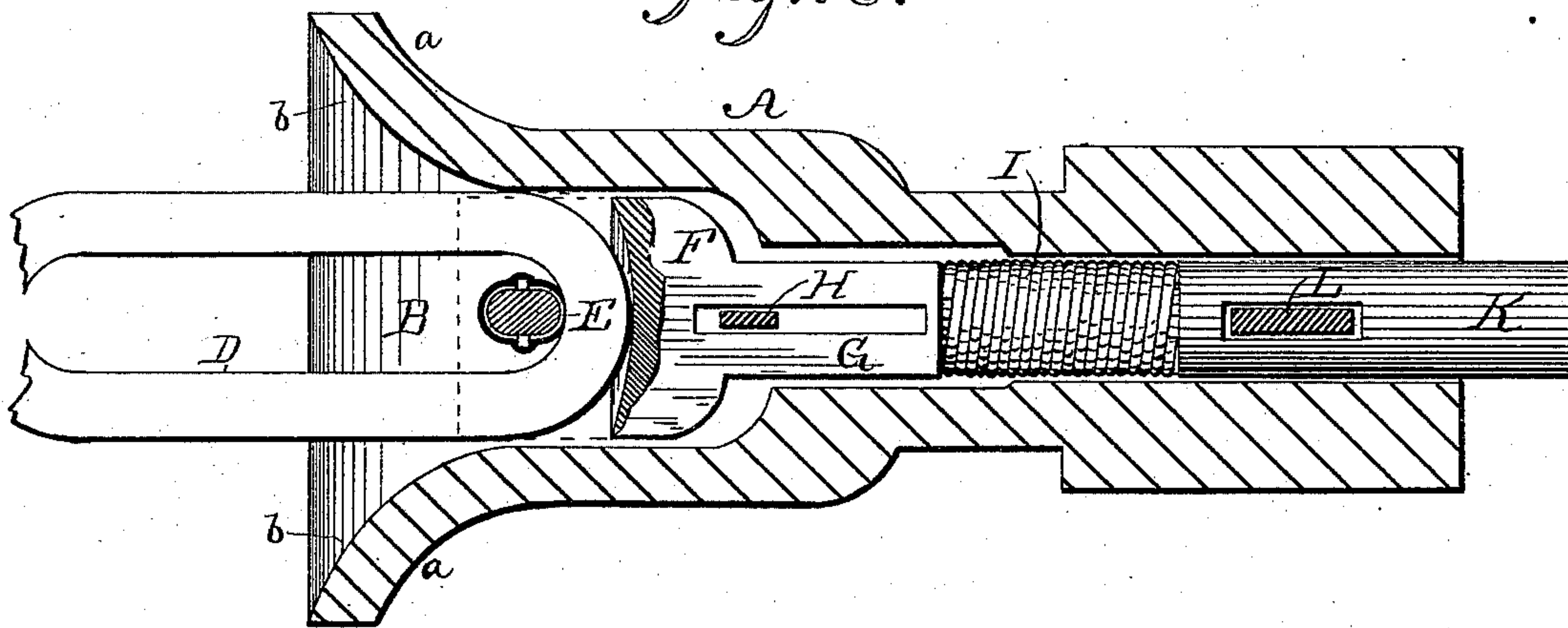


fig. 2.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOSEPH RIGBY AND SAMUEL S. McHUGH, OF OTTAWA, KANSAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 286,848, dated October 16, 1883.

Application filed August 16, 1883. (No model.)

*To all whom it may concern:*

Be it known that we, JOSEPH RIGBY and SAMUEL S. McHUGH, citizens of the United States, residing at Ottawa, in the county of Franklin and State of Kansas, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

Our invention relates to that class of car-couplings which are designed to operate automatically to couple the cars; and the object of the invention is to hold the link in position to enter the opposite draw-head, and to so shape the draw-head as to produce the largest practicable mouth with a given weight of iron.

To this end our invention consists in the construction and combination of parts hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of our invention; and Fig. 2 is a horizontal section, part in plan, of the same.

A represents the draw-head, having a very large mouth, B, whose center is above the center line of the body C of the draw-head. This mouth is hopper-shaped, converging to the rear toward the central line of the draw-head at all sides, and the rear face, *a*, of the front end of the draw-head is curved nearly parallel to the front inner face, *b*, thereof, thus obtaining all the advantage of a very large mouth with the usual weight of metal. The advantage of the large mouth is the greater liability of the link D being guided to its seat thereby.

E is the link-pin passing closely, yet freely enough to drop of its own weight, vertically through a hole in the draw-head. Around this hole, on both the top and bottom of the draw-head, are raised bosses to strengthen the metal at this point of wear and strain.

F is a sliding block, fitted to be pushed into

its place from the front end of the draw-head, and having a longitudinal slot, G, through which a wedge or key, H, is passed. This key should be soft wrought-iron to clinch on the face of the draw-head to keep itself in place.

I is a coiled spring placed in a hole extending from the rear end of the draw-head to the seat of block F. This spring abuts against a plug, K, which fills the rear end of the spring-hole, and is held in place by a key, L, passing through the draw-head and through the plug. The spring, acting between this fixed plug and the sliding block F, crowds the latter forward across the link-pin hole. In service the pin is stood in the upper part of its hole on this block; then the link, coming into the mouth of the draw-head, crowds the blocks back, allowing the pin to drop through the link, thus automatically coupling the two draw-heads together. At the same time the spring-pressed block holds the link forward against the pin and keeps it in the position in which it has been set, ready to enter the opposite draw-head.

What we claim as our invention, and wish to secure by Letters Patent, is—

The draw-head A, having a hole longitudinally through it, a slotted sliding block in the forward end of said hole, having a stem extending rearward, in combination with a key passing through the draw-head and said slot, a plug in the rear end of the longitudinal hole, a spring between the plug and said sliding block, and a key laterally through said plug and the draw-head, as described.

JOSEPH RIGBY.

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Witnesses:

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