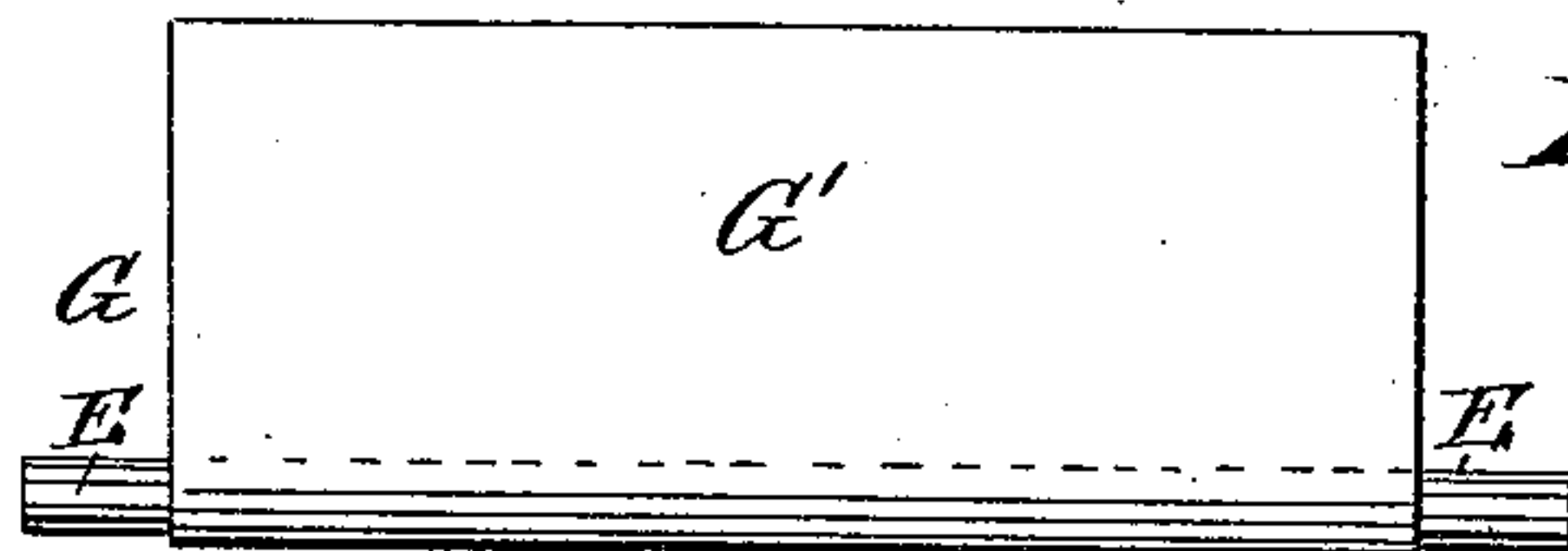
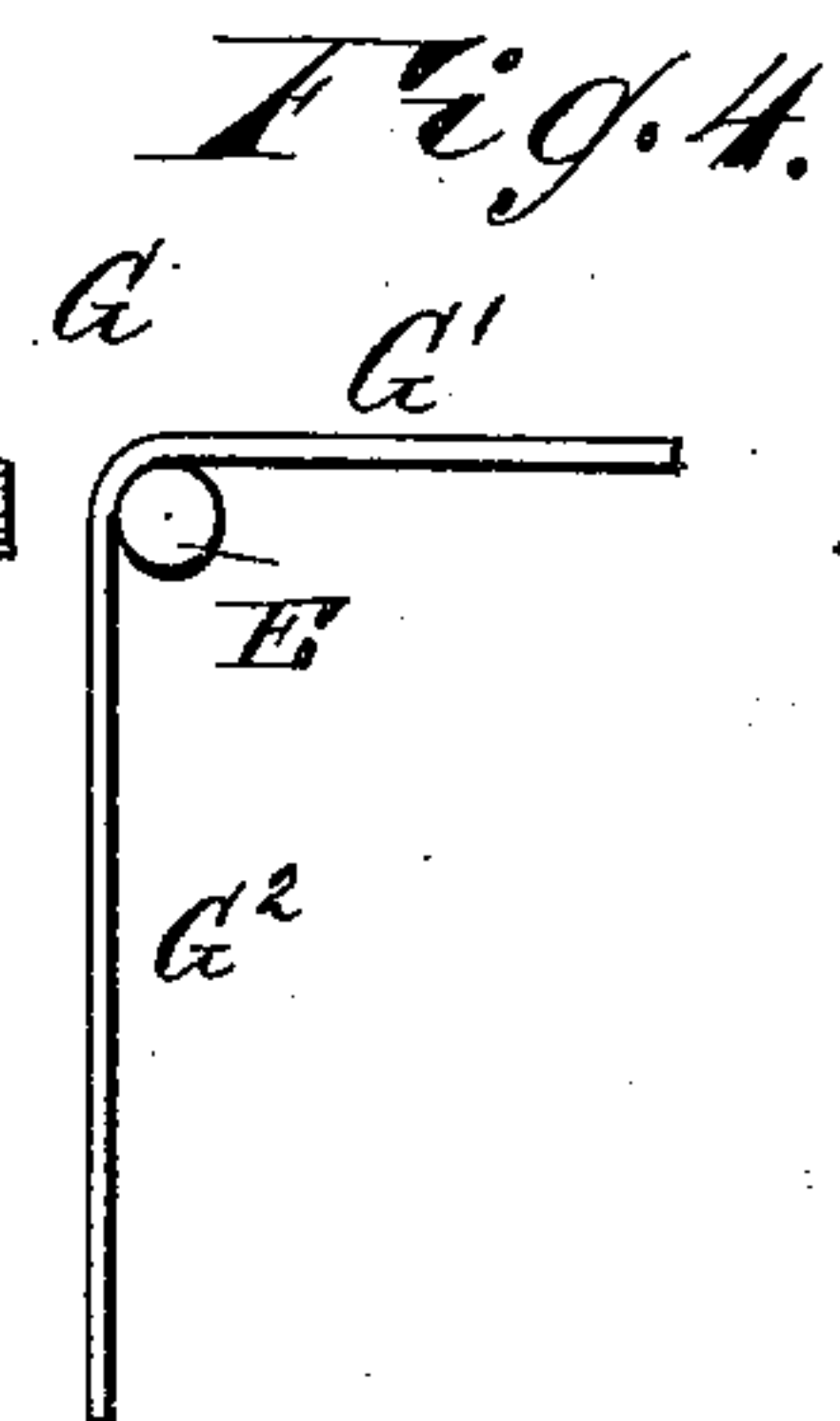
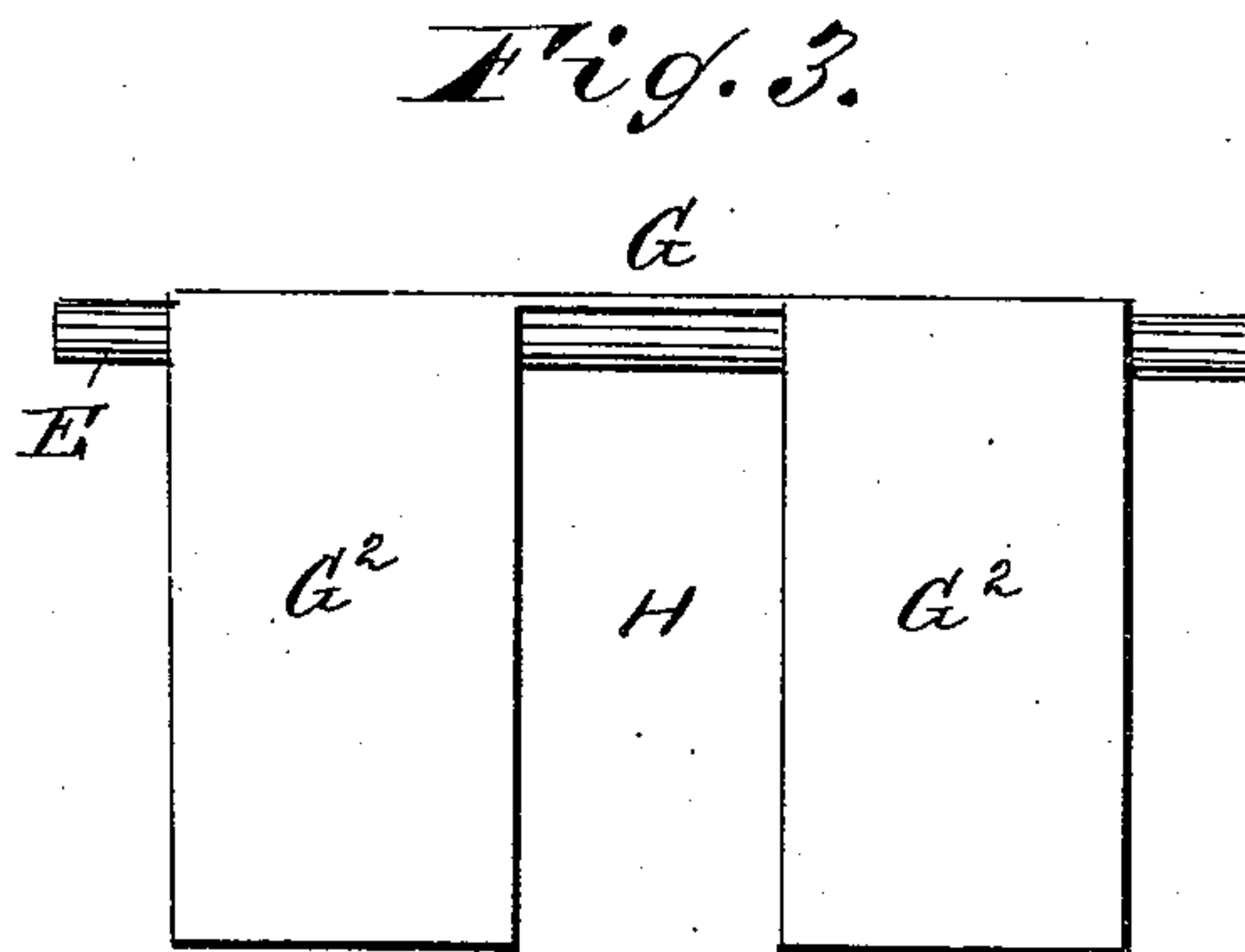
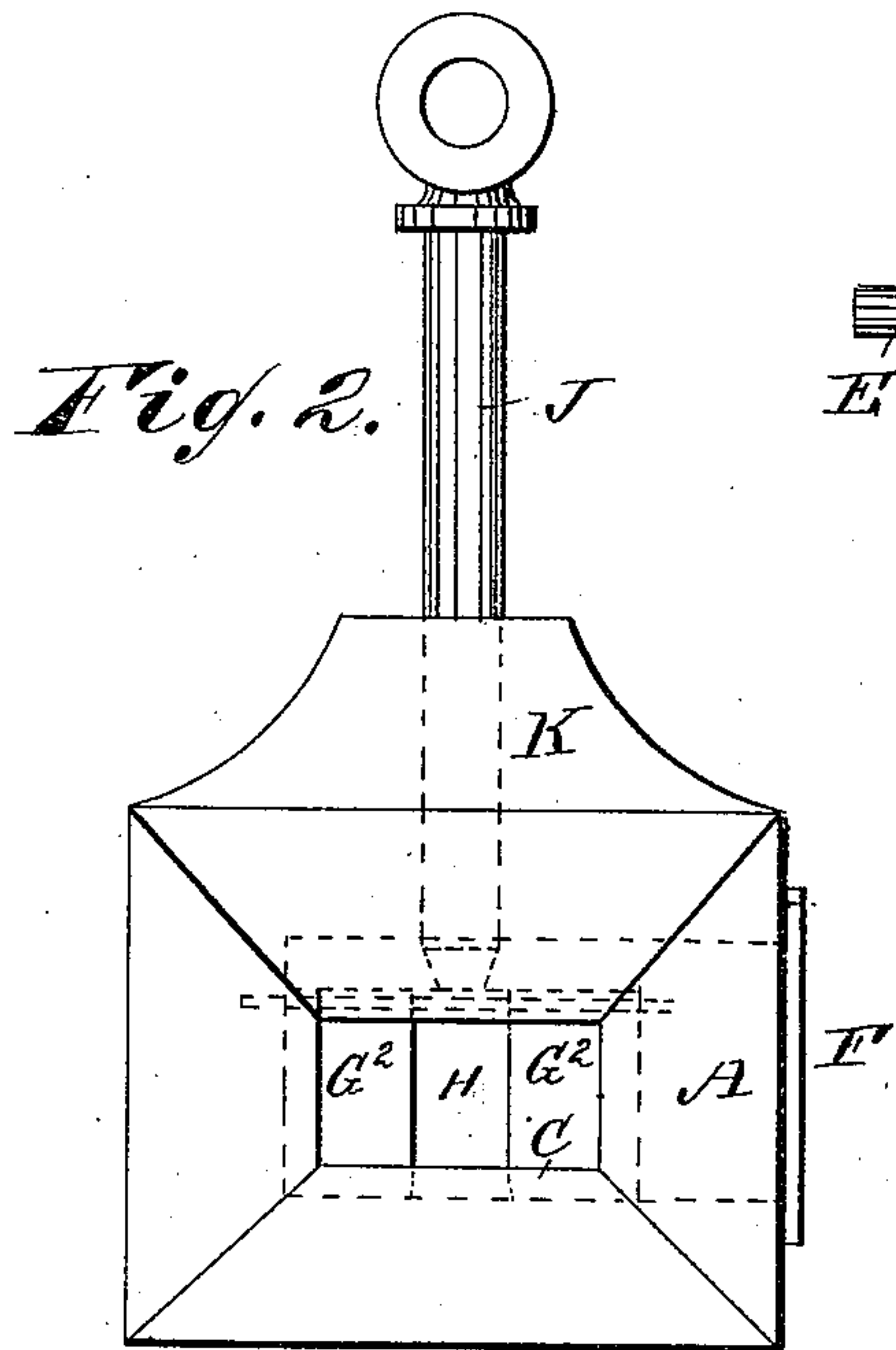
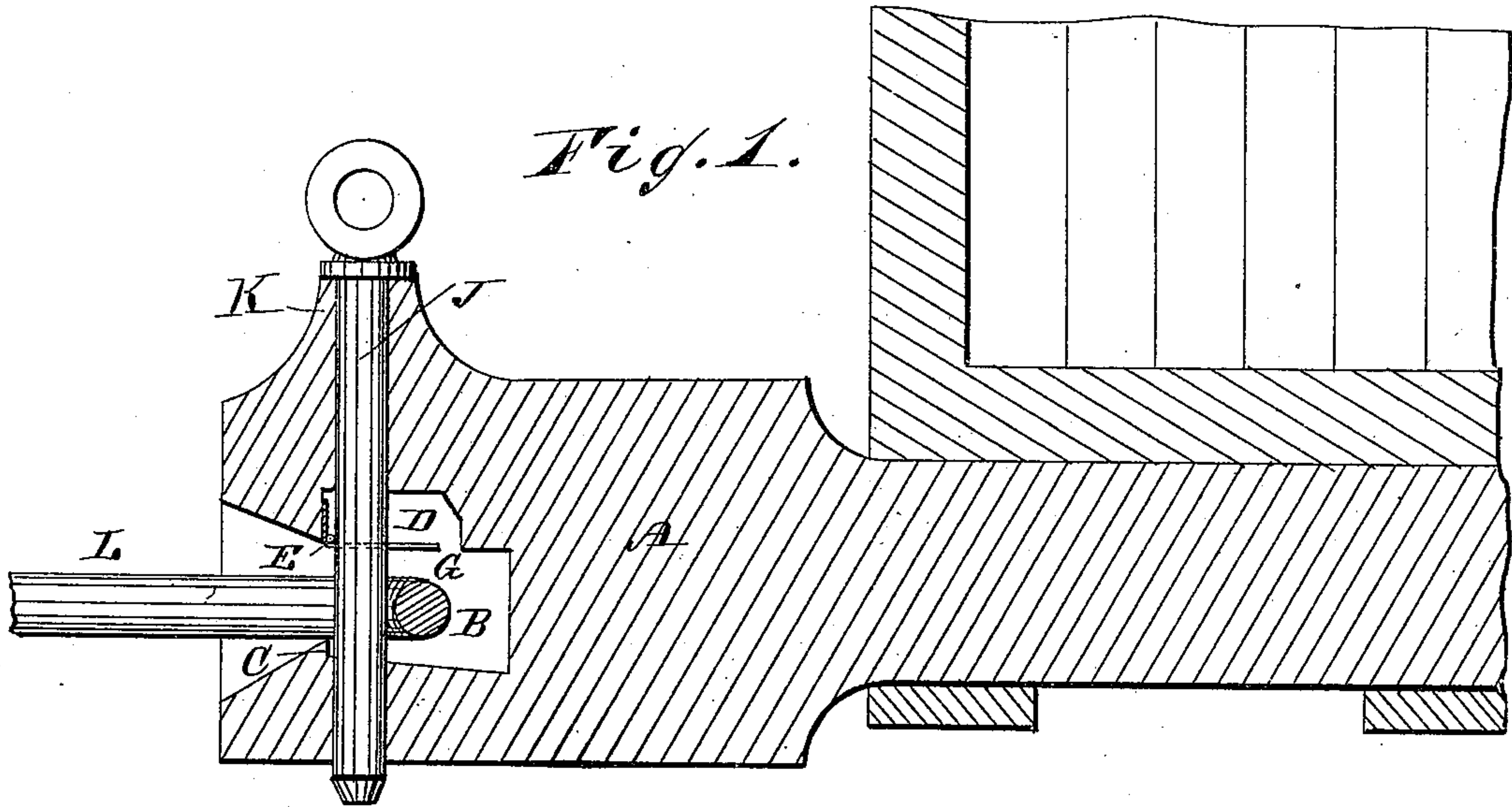


(No Model.)

T. H. JAMES.  
CAR COUPLING.

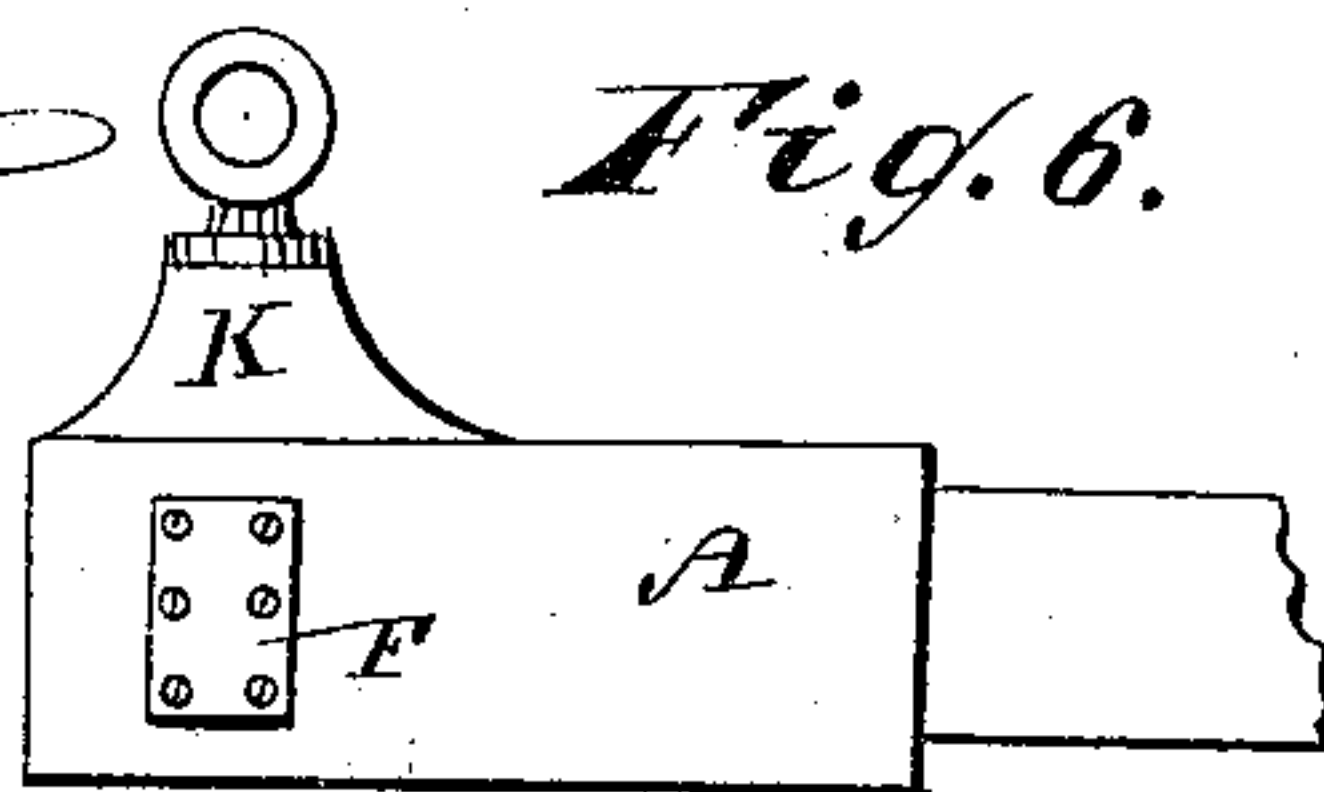
No. 287,130

Patented Oct. 23, 1883.



WITNESSES:

*Theo. G. Hoster.*  
*C. Sedgwick*



INVENTOR:

*T. H. James*

BY

*Mum & Co.*

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# UNITED STATES PATENT OFFICE.

THOMAS H. JAMES, OF REPUBLIC, MICHIGAN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 287,130, dated October 23, 1882.

Application filed May 19, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS HENRY JAMES, of Republic, in the county of Marquette and State of Michigan, have invented a new and Improved Car-Coupler, of which the following is a full, clear, and exact description.

My invention relates to the draw-heads of cars in which the common link and pin are used as couplers; and it has for its object to provide means whereby the same may be made automatic in their action, and whereby the parts are made accessible.

To this end my invention consists in the construction and combination of parts, hereinafter described and claimed.

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

Figure 1 is a longitudinal sectional elevation of my improved car-coupler. Fig. 2 is a front end elevation of the same. Fig. 3 is a plan view of the under side of the slotted wing of the coupler-gate. Fig. 4 is an edge view of the angular gate. Fig. 5 is a plan view of the short wing-gate. Fig. 6 is a longitudinal elevation of the draw-head.

The draw-head A, which is held on the bottom of the car in the usual manner, is provided with an opening, B, in the front edge of the bottom of which a rabbet, C, is formed at the upper end of the inclined bottom of the mouth of the draw-head. In its top the opening B is provided with a recess, D. At the inner end of the top inclined surface of the mouth of the draw-head a transverse shaft, E, is journaled, one end of which is journaled in an aperture in the draw-head, and the other end is journaled in a removable door, F, closing an opening in the side of the draw-head. To the said shaft E an angular door or gate, G, is fastened, which is provided with a short

wing, G', and a long wing, G<sup>2</sup>, at right angles to each other, the long wing G<sup>2</sup> being provided with a central slot or opening, H, through which the coupling-pin J can pass. On the top of the draw-head a boss, K, having a vertical aperture for guiding the pin, is formed.

The operation is as follows: Ordinarily the slotted wing G<sup>2</sup> hangs down across the front end of the opening of the draw-head, and thus the wing G' will be in a horizontal position, and the lower end of the coupling-pin J can rest on it. The lower end of the slotted wing G<sup>2</sup> rests against the rabbet C. If the link L enters the draw-head opening, it strikes the wing G<sup>2</sup>, thereby swinging the same inward and swinging the wing G' against the front end of the recess D. The wing G' will thus be swung from under the pin J, which drops and passes through the slot H and the coupling-link L, whereby the cars will be coupled automatically. The door F is provided for closing the side opening through which the angular gate or door G is inserted into the draw-head. As soon as the pin is raised and the link is withdrawn, the wing G<sup>2</sup> swings down again, and the pin can then again rest on the wing G'.

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

The combination, with the draw-head A, having an aperture in one side, of the angular gate G, having a slot, H, in one wing, swinging on shaft E, the side door, F, fitted over said aperture, and the shaft E, journaled at one end in the draw-head and at the other end in said door F, as described.

THOMAS H. JAMES.

Witnesses:

W. D. GAMBLE,  
E. E. WEISER.