

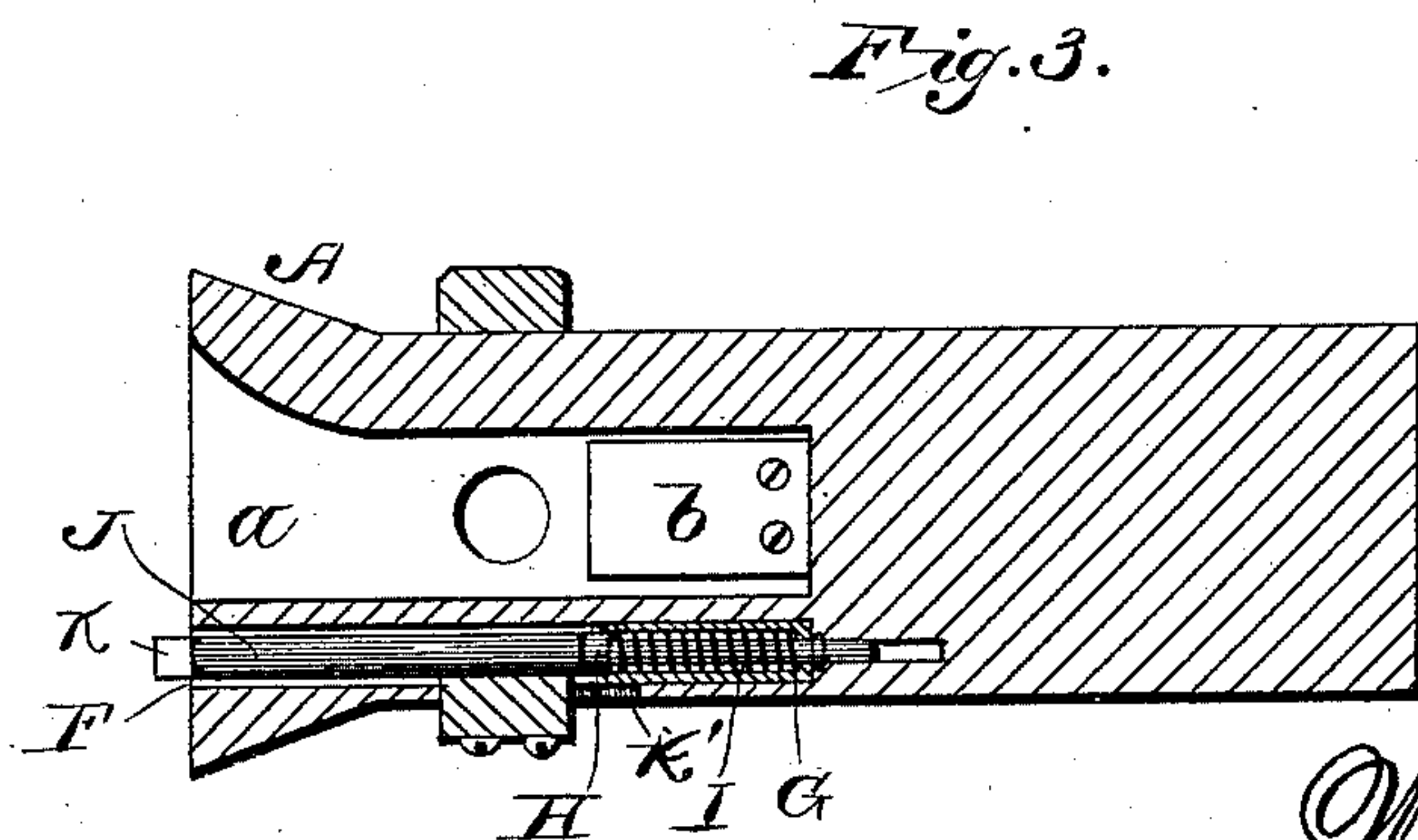
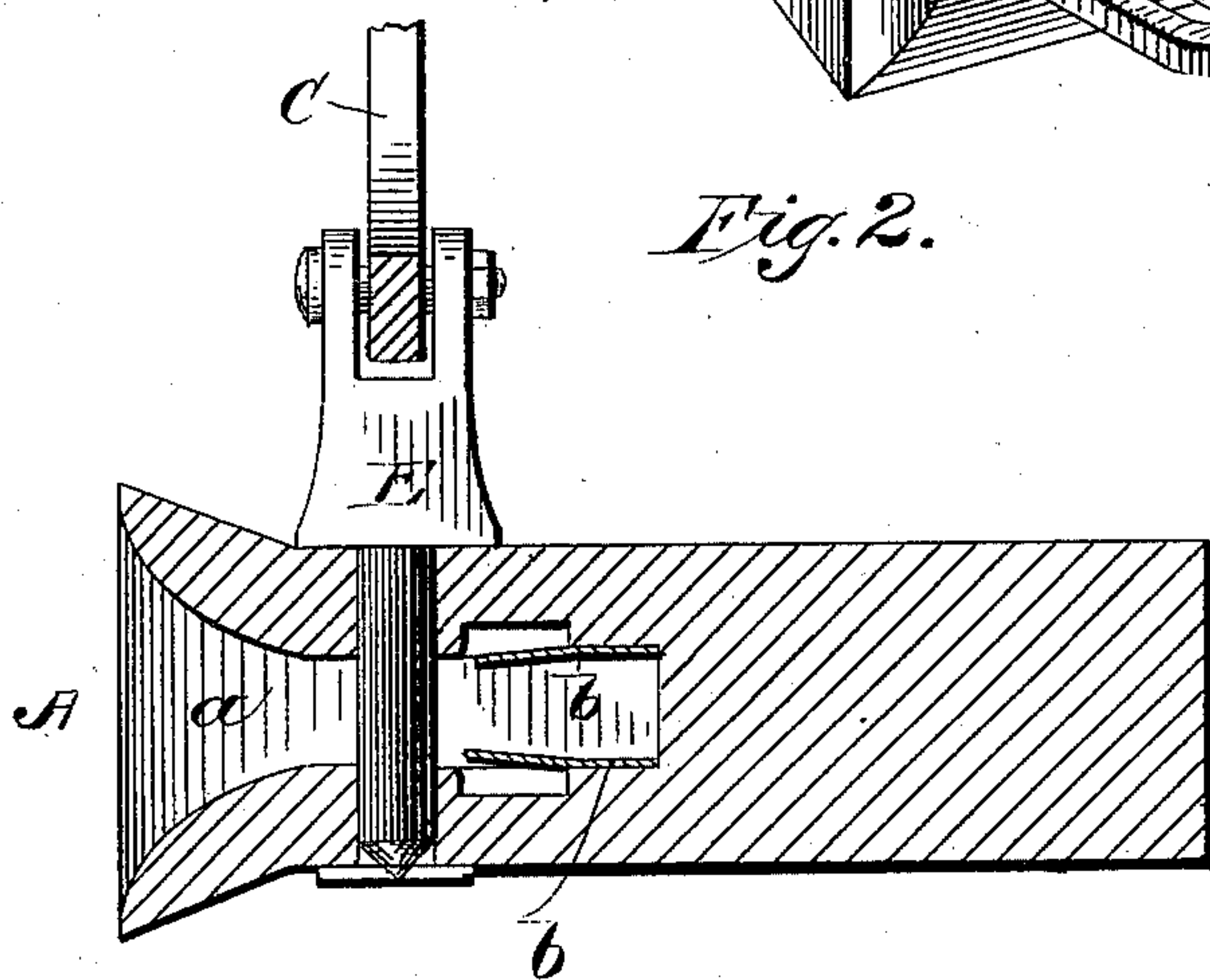
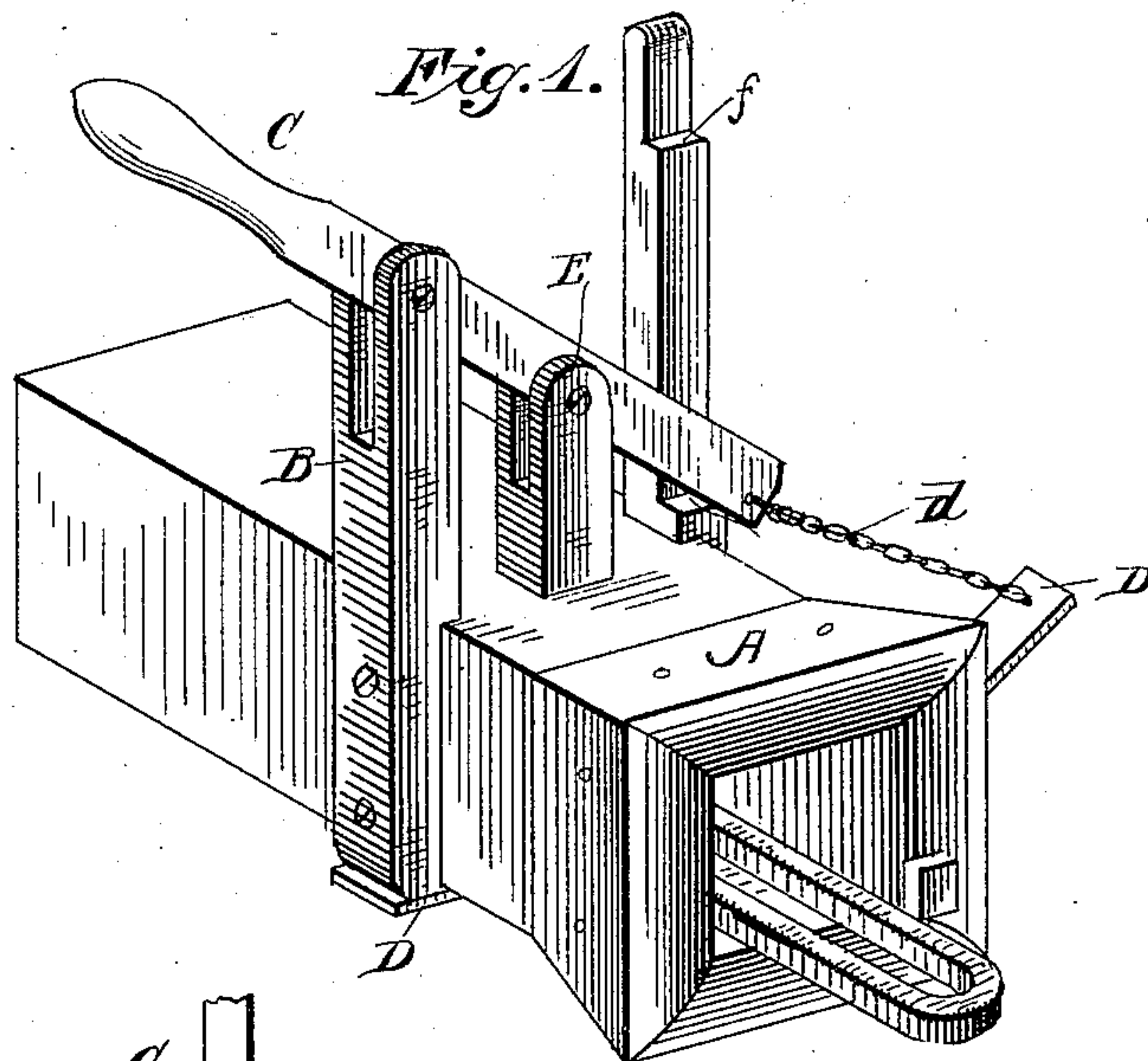
(No Model.)

W. H. PRITCHETT.

CAR COUPLING.

No. 307,138.

Patented Oct. 28, 1884.



WITNESSES

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UNITED STATES PATENT OFFICE.

WILLIAM HENRY PRITCHETT, OF FERRIS, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 307,138, dated October 28, 1884.

Application filed July 30, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. PRITCHETT, a citizen of the United States, residing at Ferris, in the county of Ellis and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to car-couplings, and it has for its object to provide improved devices for coupling and uncoupling the cars, and to provide improved means for holding the link in position.

A further object of the invention is to provide a coupling which shall be simple in its construction, effective in its operation, cheap to manufacture, and one that will be strong and durable.

With these ends in view the invention consists in the improved construction and combinations of parts, hereinafter fully described and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with my invention, showing the position of the parts when the cars are coupled. Fig. 2 is a longitudinal vertical section. Fig. 3 is a horizontal section.

In the accompanying drawings, in which like letters of reference indicate corresponding parts in all the figures, A represents the draw-head, which is provided with the usual link-opening, *a*. Upon the upper and lower sides of this link-opening, near the rear end thereof, are seated flat springs, *b*, the free ends of which project a slight distance above their rear ends, so that the link when in the draw-head will be firmly held against any vertical movement.

Upon one side of the draw-head, near the forward end thereof, is secured an upright or standard, B, which is divided at its upper end, said divided upper end being provided with holes or openings, *c*, as shown.

Between the divided upper end of the standard or upright B is pivoted a lever, C, the forward end of which is provided with a hole or opening. Secured in this hole or opening at the forward end of the lever C is a chain, *d*, the other end of which is secured to a flat spring, D, which is attached to the draw-head upon its under side. It will be seen that the

tendency of this flat spring is, by its connection with the lever, to pull the inner end of said lever down.

E represents the coupling-pin, which is formed at its upper end with an enlarged portion or head, which, as shown, is divided to receive a portion of the lever C, to which it is pivoted by means of a transverse bolt, *e*, which passes through an elongated slot in said lever, thus preventing any catching or binding of the lever and pin when they are raised.

Adjacent to one of the corners of the draw-head is provided a longitudinal passage, F, which is parallel with the link-opening. At the rear end of this opening is seated a tube, G, in which slides a bolt, H. Upon this bolt H is mounted a coil-spring, I. The rear end of the bolt is provided with a head which is larger than the tube, and thus limits the forward movement of said bolt.

In the passage F is a shaft, J, having a head, K, which is located outside of the draw-head. The rear end of this shaft bears against the forward end of the spring-pressed bar or shaft, and when the cars come together in coupling said shaft is pushed rearward.

Upon the side of the draw-head is provided an elongated slot, K, which has communication with the longitudinal passage.

L represents an upright or standard which is formed at its lower end with an inwardly-extending elongated lug, which fits a slot in the shaft J, and is secured therein so that it moves with said shaft. Said upright is formed near its upper end with a seat, which fits over the top edge of the draw-head. Upon the inner edge of this upright or standard is provided a ledge or seat, *f*, upon which rests the free end of the uncoupling-lever when the cars are ready to be coupled.

The operation is as follows: To uncouple the cars, the end of the lever C is depressed, which raises the coupling-pin, and as soon as the inner end of the lever C has been raised so that it will be on a line with the seat in the upright or standard L, the said upright or standard is forced forward by the spring-pressed rod or shaft, and the end of the lever C rests upon the seat of the standard L, and is supported thereby. In coupling the cars, the link enters the opening of the draw-head, and as soon as the draw-head of the adjacent

car strikes the head of the shaft J and forces said shaft rearwardly, and as the upright or standard L is connected with said shaft, it is forced from engagement with the free end of the lever, and the coupling-pin immediately drops into engagement with the link and holds the same in position.

It will be seen that a car-coupling constructed in accordance with my invention is not only simple in its construction, but that it is thoroughly efficient, effective in its operation, and is cheap and durable.

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

1. The combination, with the draw-head, of an upright or standard secured thereto, a lever pivoted to said upright or standard, a coupling-pin pivoted to said lever, a flat spring secured to the under side of the draw-head and extending outwardly beyond the same, and a chain connecting said lever and spring, substantially as set forth.

2. The combination, with a draw-head, of an upright or standard secured thereto, a le-

ver pivoted to said upright or standard, a coupling-pin pivoted to said lever, a flat spring secured to the under side of the draw-head and extending outwardly beyond the same, a chain connecting said spring and lever, and an upright or standard for supporting the free end of the lever, substantially as set forth.

3. The combination, with a draw-head having a longitudinal passage parallel with the link-opening, and a spring-pressed bolt located in said passage, of a shaft adapted to bear against the end of said bolt, said shaft having a slot, and a standard or upright having a lug fitting said slot in the shaft and secured therein, said upright having a seat on which rests the inner end of the lever, substantially as set forth.

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

WILLIAM HENRY PRITCHETT.

Witnesses:

M. SHUKS,

C. B. FLOYD.