

(No Model.)

D. C. BARTON.

CAR COUPLING.

No. 310,553.

Patented Jan. 13, 1885.

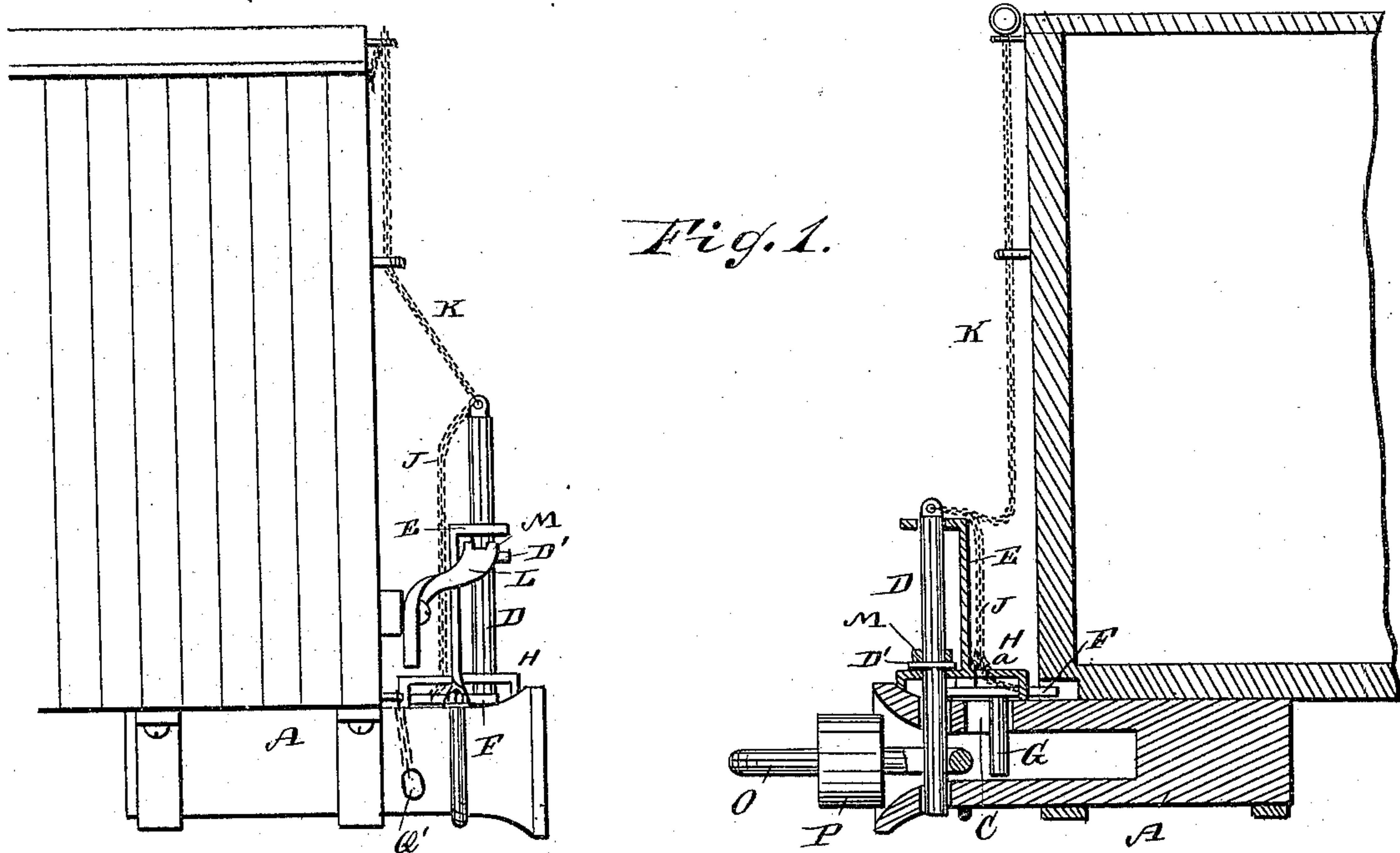


Fig. 2.

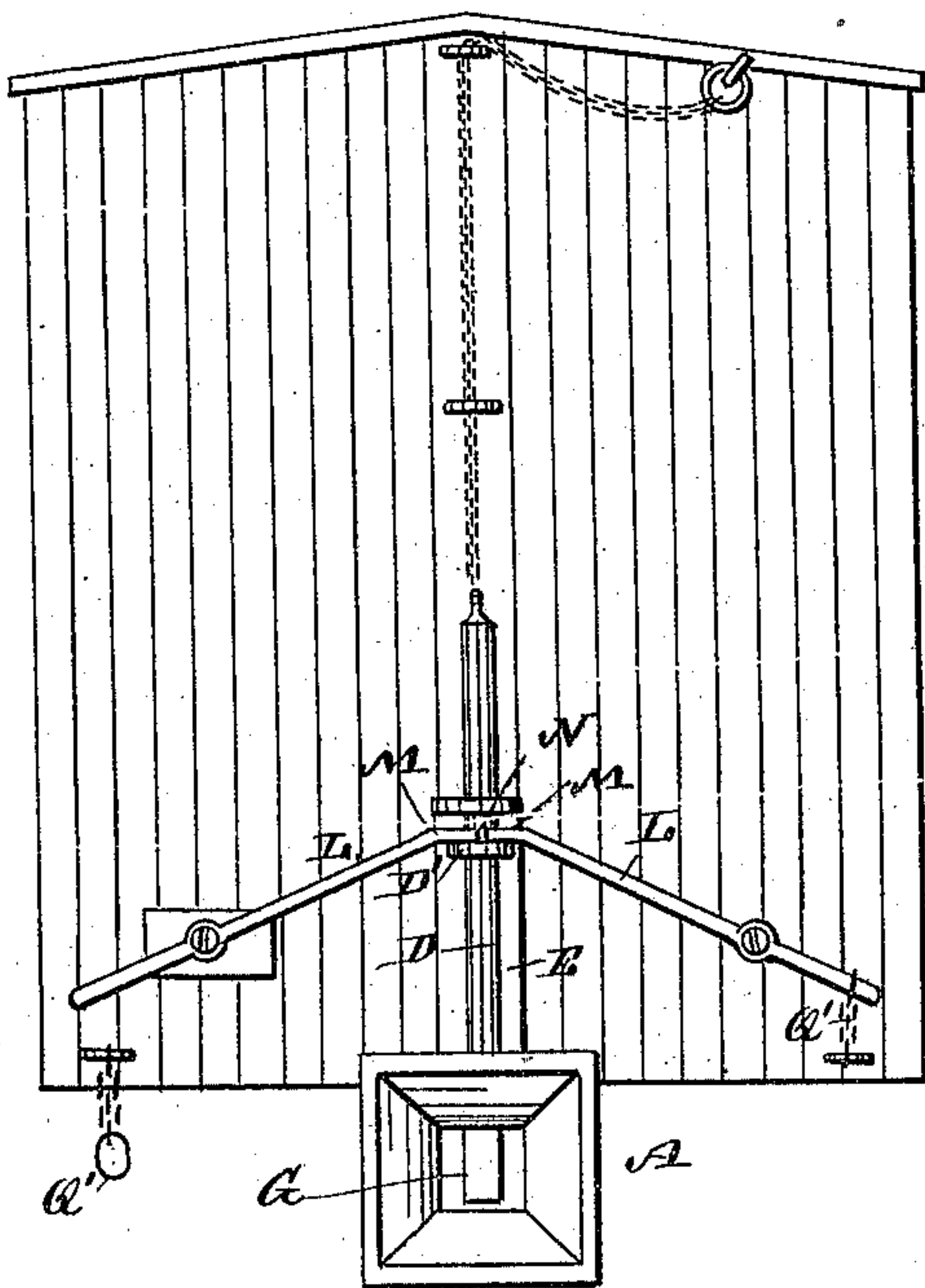


Fig. 3.

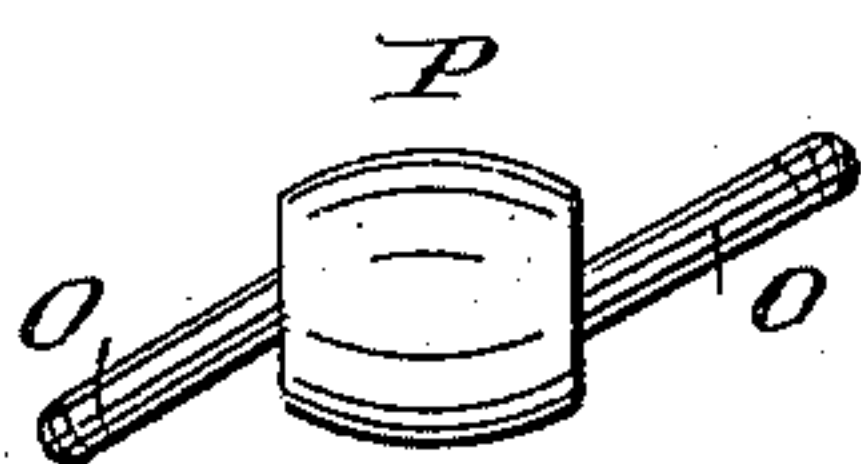


Fig. 4.

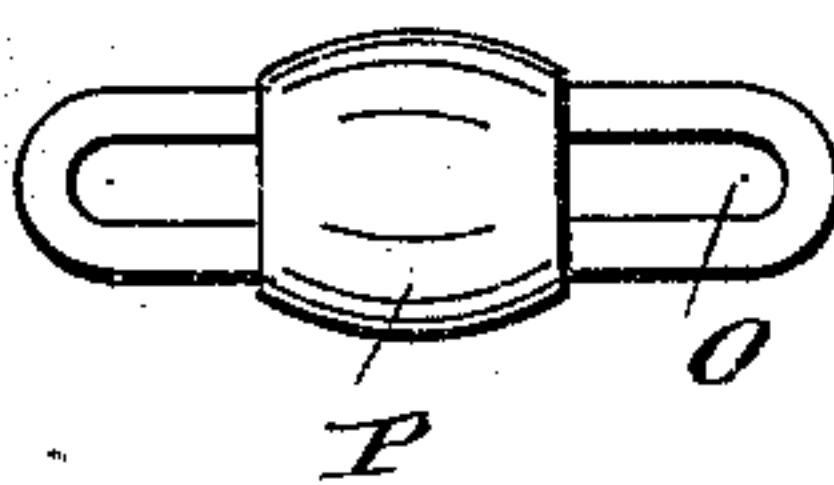


Fig. 5.

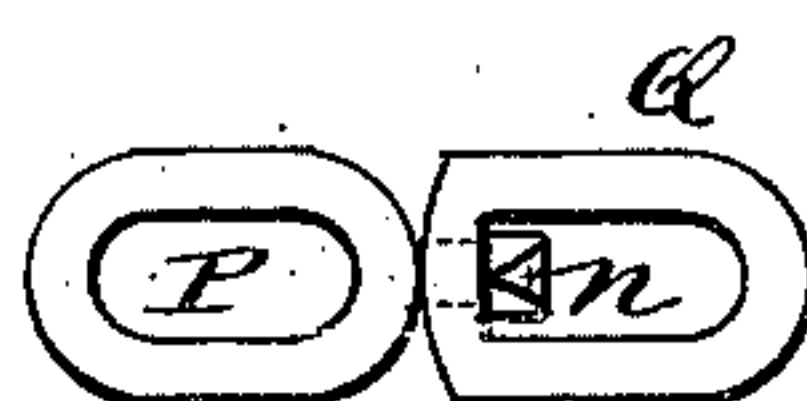
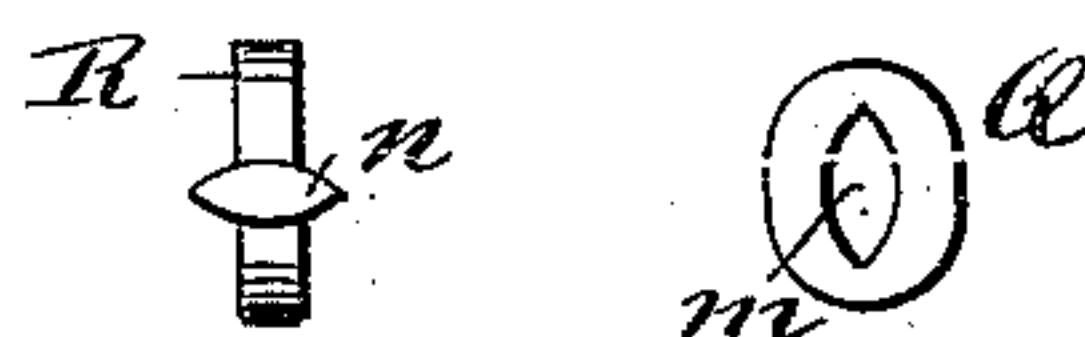


Fig. 6. Fig. 7.



WITNESSES:

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UNITED STATES PATENT OFFICE.

DAVID C. BARTON, OF ROCHEPORT, MISSOURI, ASSIGNOR TO HIMSELF AND
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 310,553, dated January 13, 1885.

Application filed April 22, 1884. (No model.)

To all whom it may concern:

Be it known that I, DAVID C. BARTON, of Rocheport, in the county of Boone and State of Missouri, have invented a new and Improved
5 Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the construction and arrangement of parts, as will be herein-after fully described and claimed.

10 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 side view and longitudinal
15 sectional elevation of my improved car-coupler, showing the couplings secured on cars. Fig. 2 is an end view of the car and draw-head. Fig. 3 is a side view of the link. Fig. 4 is a plan view of the same. Fig. 5 is a side
20 view of the swivel-link. Figs. 6 and 7 are end views of the two sections of the swivel-link.

The draw-head A, which is of the usual construction, is provided in the top with a
25 longitudinal slot, C. The coupling-pin D is of such length that it can project some distance from the top of the draw-head, and the upper end of the pin is guided by an apertured arm, E, on the top of the draw-head.
30 The coupling-pin is provided with a cross-pin projection or flange, D', a short distance from the lower end, to limit the downward movement of the pin. A plate, F, is held to slide on the draw-head in the direction of the length
35 of the same, and is provided with a pin, G, which projects through the slot C down into the draw-head. The slide F slides under a casing, H, held on the top of the draw-head, and the said slide F is connected with the top
40 of the coupling-pin D by a chain or wire, J, passing through an opening, a, in the casing H. A chain, K, extends from the top of the coupling-pin D through suitable guide-staples to the roof of the car, and the chain is pro-
45 vided at its upper end with a suitable ring or handle. Two levers, L, pivoted on the ends of the cars, have forks M formed on their inner ends, the prongs of the forks extending into an annular groove, N, in the coupling-
50 pin directly above the cross-piece or flange

D'. Chains Q' are held on the end of the car, for the purpose of holding the outer ends of the levers L lowered, and thus preventing the pin from coupling. The coupling-link O is made straight, or has one end bent upward and
55 the other end bent downward, as shown in Fig. 3. On the center part of the link a heavy rubber bumper, P, is securely held, which passes in between the ends of the draw-heads when the cars are coupled. If desired, a
60 swivel-link can be used, as shown in Fig. 5. One section, Q, is provided in the inner end of its cross-piece with a slot, m, parallel with the plane of the section, and the other section, R, is provided with a stem having a cross-
65 piece, n, at right angles to the plane of the section R. When the cars are coupled by means of the swivel-link, the two link-sections are in the horizontal plane, and the cross-
70 piece n, which extends across the inner surface of the inner cross-piece of the section Q, is at right angles to the plane of the two sections. If the cars run off the track and one car turns over, the link-sections Q and R are
75 brought in planes at right angles to each other. The cross-piece n is parallel with the slot m and can slide through the same, and thus the cars are uncoupled automatically, and the car that has been overturned cannot cause derailment
80 of the other cars. If the link is held by the coupling-pin D, as shown in Fig. 1, on the right-hand side, the coupling-pin D can be moved upward, either by means of the chain K or by means of one of the levers L. Thereby
85 the chain J is drawn taut, and as it is connected with the inner end of the slide F and passes through the aperture a in the casing H, the slide F is moved toward the outer end of the draw-head and under the coupling-pin
90 D, thus preventing the same from dropping. When the link enters the draw-head it strikes the pin G and pushes the same, with the slide F, inward, thus moving the slide F from under the coupling-pin, which drops, thus hold-
95 ing the link and coupling the cars.

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

1. The combination, in a car-coupling, of the draw-head A and coupling-pin D, formed 100

with a groove, N, with the levers pivoted to the car on either side of the coupling-pin, and forked at their adjacent ends, substantially as set forth.

- 5 2. A coupling-link formed of the section Q, and having a slot, *m*, in the inner cross-piece, and the section R, provided on its inner cross-

piece with a stem having a cross-piece, *n*, on its end, substantially as herein shown and described.

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Witnesses:

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