

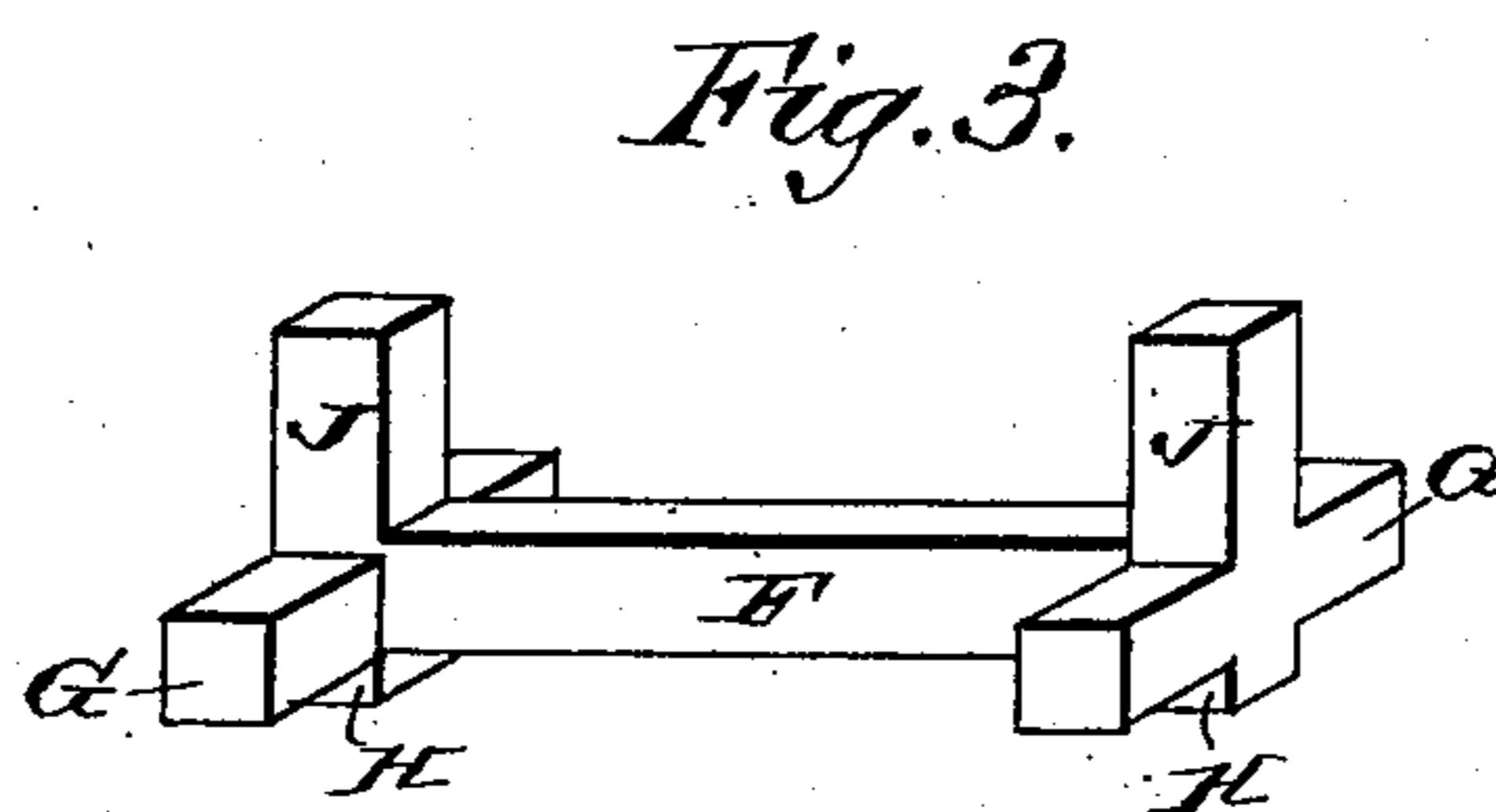
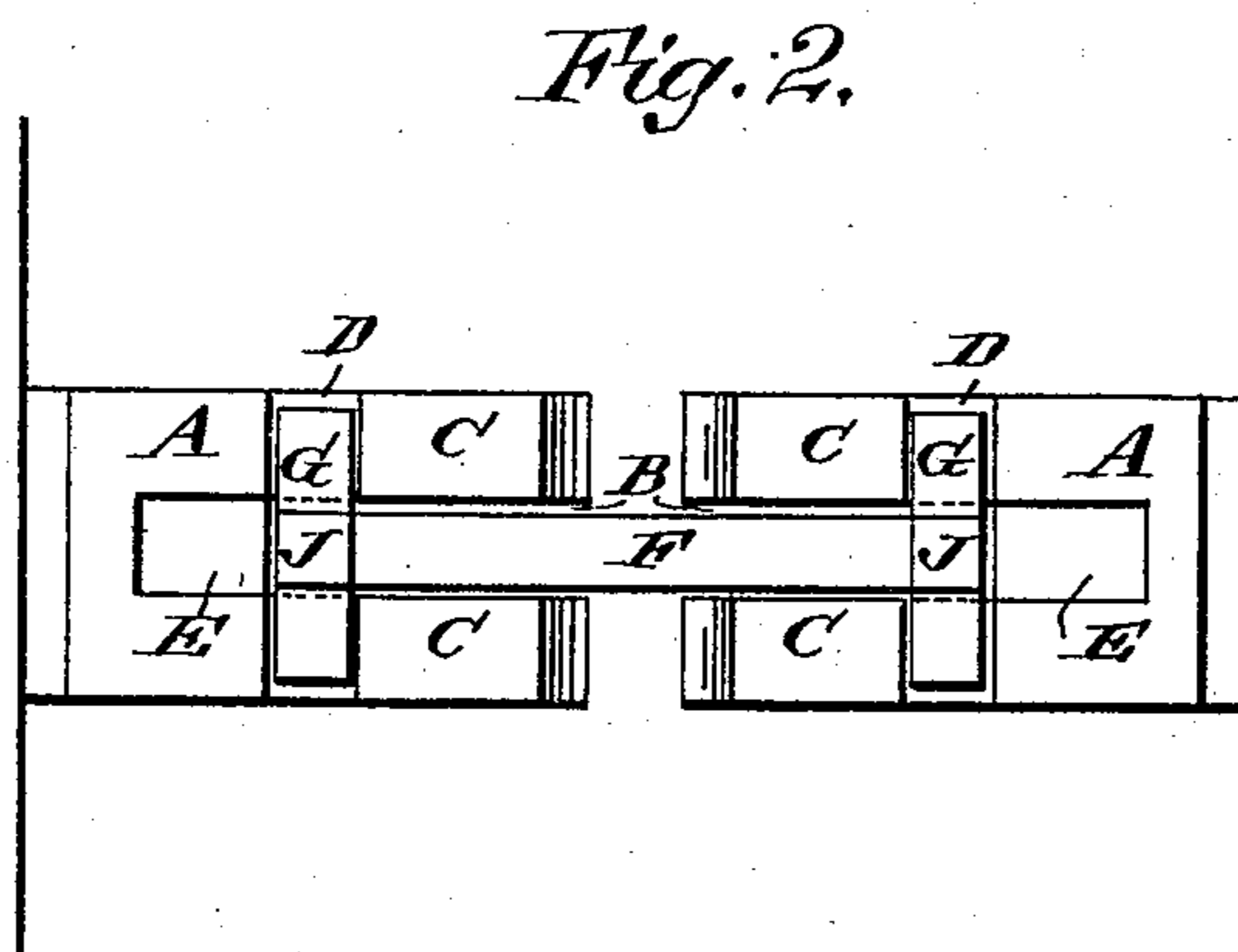
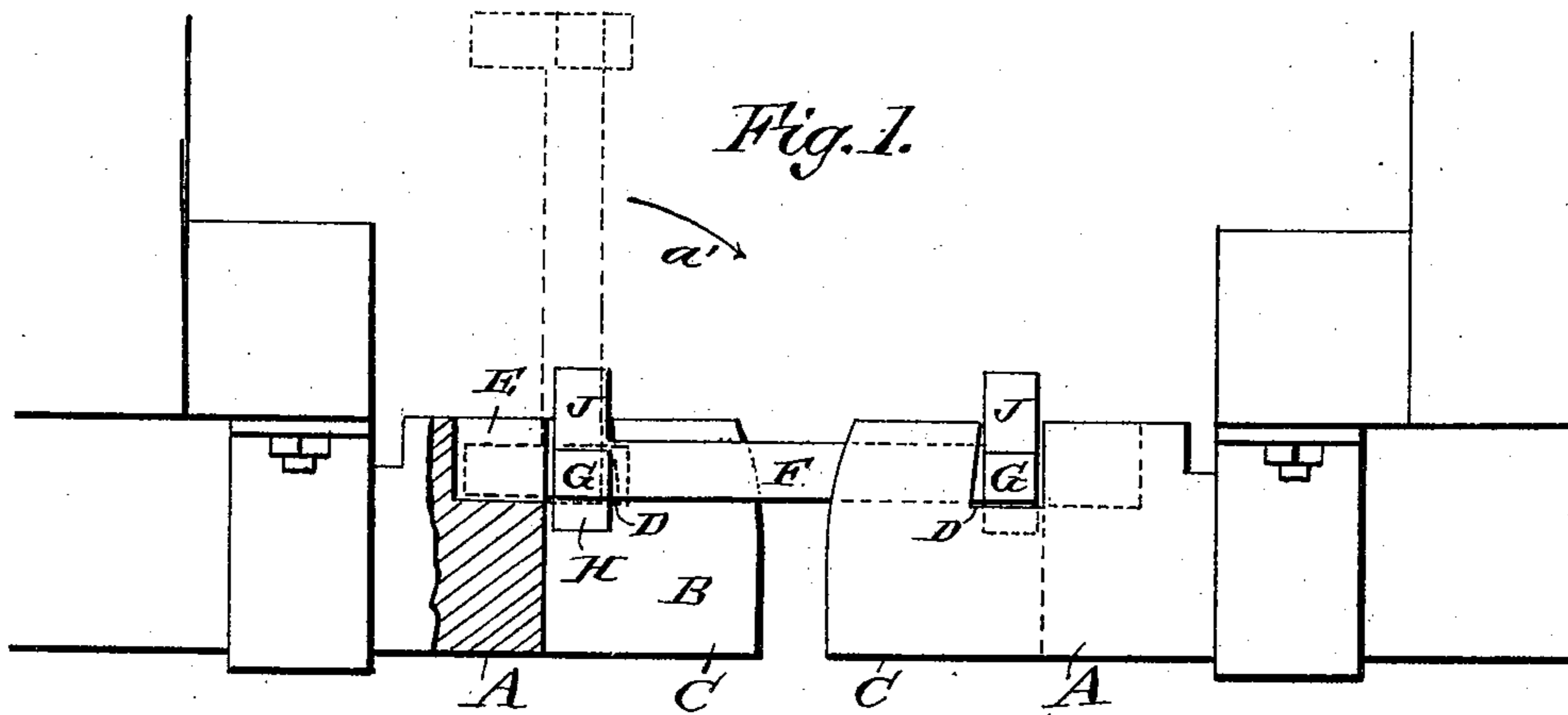
(No Model.)

W. S. TEMPLE.

CAR COUPLING.

No. 320,983.

Patented June 30, 1885.



WITNESSES:

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C. Sedgwick

INVENTOR:

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UNITED STATES PATENT OFFICE.

WINFIELD SCOTT TEMPLE, OF SIDNEY, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 320,983, dated June 30, 1885.

Application filed February 4, 1885. (No model.)

To all whom it may concern:

Be it known that I, WINFIELD S. TEMPLE, of Sidney, Champaign county, Illinois, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists of the combinations of parts and their construction, substantially as hereinafter fully set forth, and pointed out in the claims.

The invention also consists in a coupling piece or link having a cross-piece on each end, a short lug projecting downward from the middle of each cross-piece, and a longer lug projecting upward from the middle of each cross-piece.

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 shows two draw-heads in side view and united by my improved coupling, parts being broken out and others being in section. Fig. 2 is a plan view of the same, and Fig. 3 is a perspective view of the coupling device.

Each draw-head A has a vertical recess, B, in its end, forming two prongs, C C, projecting horizontally from the ends of the draw-head.

At the inner end of the prongs or jaws a transverse groove, D, is cut in the top of the draw-head, and a groove, E, extends toward the rear from the middle of the transverse groove D in the top of the draw-head. The transverse groove D is slightly widened toward the bottom.

The coupling piece or link consists of a bar, F, having a cross-piece, G, at each end, a short lug, H, projecting down from the middle of each cross-piece, and a longer lug, J, projecting upward from each cross-piece. The coupling piece or link is placed upright

on one draw-head, one cross-piece G being in the groove D, and the corresponding lug, J, being in the groove E, and the short lug H projecting toward the front, as shown in dotted lines in Fig. 1.

When the draw-heads come together, the concussion or shock throws the raised link or coupling-piece F down in the direction of the arrow *a*, the cross-piece G passing into the transverse groove D of the other draw-head, and bar F being in the top of the recess B, as shown in Fig. 2, whereby the cars are coupled.

To uncouple, one end of the coupling piece or link F is raised.

When the cars are uncoupled, the projecting link cannot drop, as the front faces of one cross-piece G rest against the front of a groove, D, and the rear edge of the corresponding short lug H rests against the inner end of the recess B.

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

1. The coupling piece or link F, having a cross-piece, G, at each end and a short lug, H, projecting downward from the middle of each cross-piece, and a longer lug, J, projecting upward from the middle of each cross-piece, substantially as herein shown and described.

2. The combination, with a draw-head having a recess, B, a transverse groove, D, and a longitudinal groove, E, of the coupling piece or link F, having cross-pieces G on the ends, a short lug, H, projecting downward from each cross-piece, and a longer lug, J, projecting upward from each cross-piece, substantially as herein shown and described.

WINFIELD SCOTT TEMPLE.

Witnesses:

ALLEN T. CRUMP,
A. L. STARR.