

(No Model.)

J. G. GAMMON.

CAR COUPLING.

No. 326,421.

Patented Sept. 15, 1885.

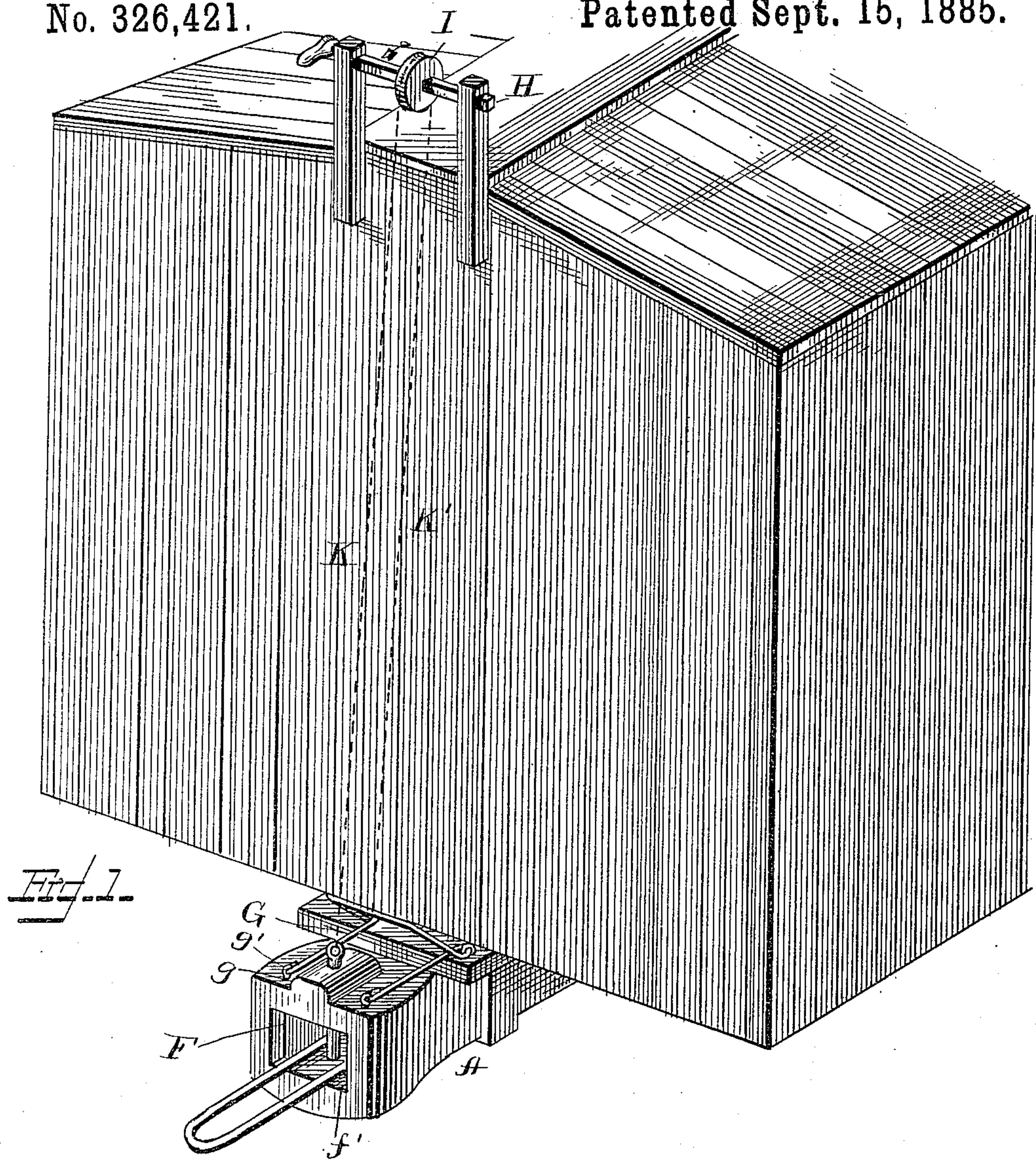
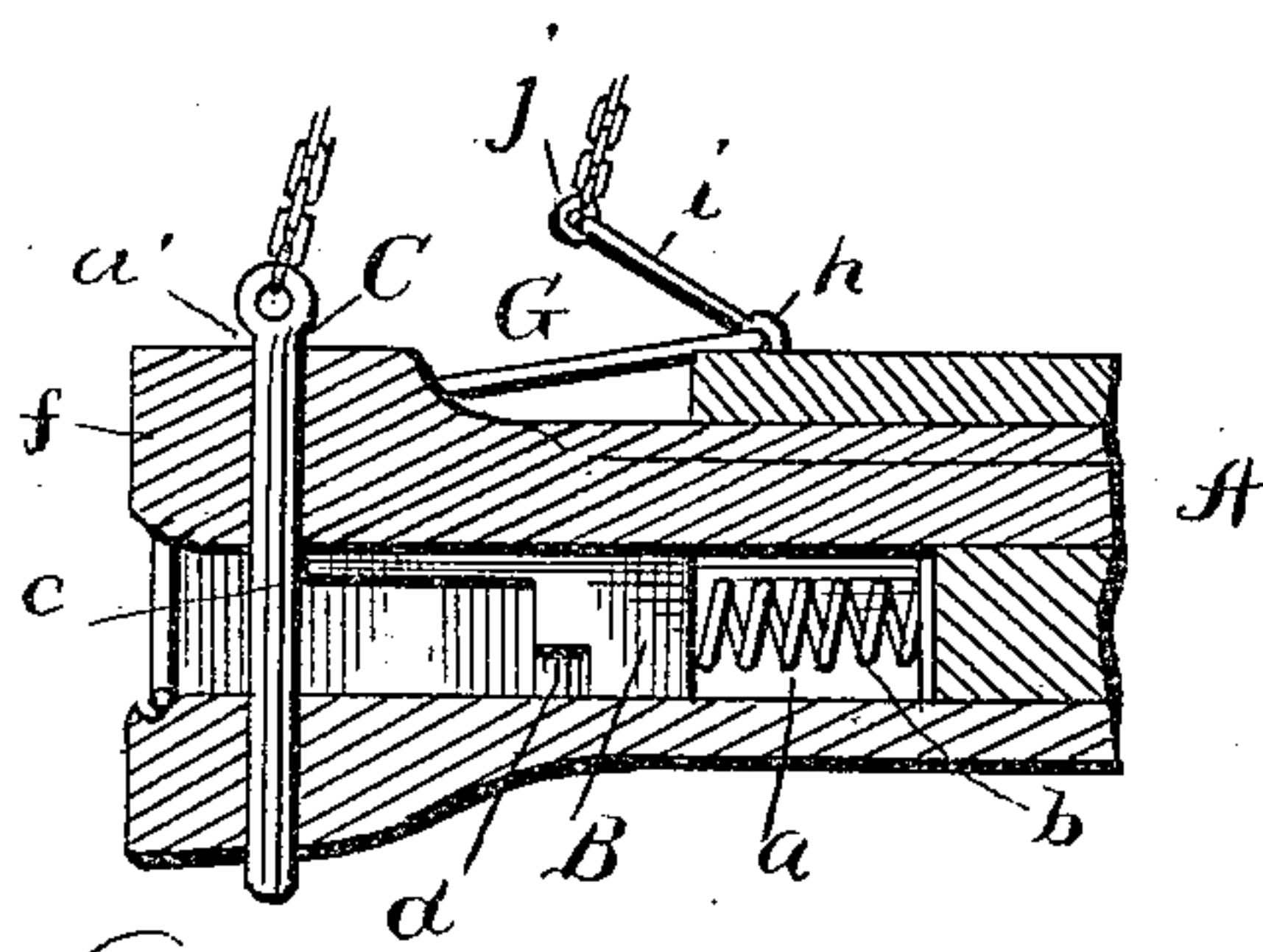


Fig. 2.



WITNESSES

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 326,421, dated September 15, 1885.

Application filed June 11, 1885. (No model.)

To all whom it may concern:

Be it known that I, JAMES G. GAMMON, a citizen of the United States of America, residing at Wayne City, in the county of Wayne and State of Illinois, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in car-couplers; and it consists in the construction and combination of the parts, as will be hereinafter fully set forth, and specifically pointed out in the claims.

The object of my invention is to provide a means whereby the cars can be readily coupled to each other automatically, and to also provide a means whereby the link may be adjusted and held so that cars of different heights may be coupled together without necessitating going between said cars.

In the accompanying drawings, which illustrate my invention, Figure 1 is a perspective view. Fig. 2 is a sectional view.

A represents the draw-head, which is attached to the car in the usual manner, said draw-head being provided with a recess, *a*, within which is located a sliding latch, B, which latch is pressed forward by a spiral spring, *b*. The forward portion of this latch is of the construction shown in Fig. 2, the projecting portion *c* extending when the latch is pressed forward slightly beyond the perforation *a'* in the draw-head, through which the coupling-pin passes. The lower portion of the sliding latch under the projecting portion or lip *c* is provided with a semicircular recess, *d*, which is of sufficient size to receive the curved end of the coupling-link.

It will be readily seen by this construction that when the coupling-pin C is raised the sliding latch will be forced forward under the perforation *a'*, so as to support the link in a raised position, and when this sliding latch is forced backward by the link attached to the

adjacent car the coupling-pin will fall so as to fasten the cars together, the link being held in a horizontal position, its greater portion being without or beyond the draw-head, while the opposite end is prevented from being raised owing to its bearing in the notch or recess *d*.

The draw-head A is provided near its front end with vertical recesses *ff*, through which pass the vertical members of a bail or link guide, F, the horizontal portion *f'* of this bail lying normally in a recess in the inner under side of the draw-head. The upwardly-projecting members of this bail are provided with loops *g*, to which are attached links *g'*, said links connecting the bail with arms G, which are bent so as to form eyes through which staples *h* pass, after which the bars, which are integral with these arms, are bent slightly forward, as indicated by the letters *ii*, the members *ii* being connected and formed integral with the cross-bar *j*.

Either to the top of the car or at a slight distance above the draw-head is secured a suitable frame-work, in which is journaled a shaft, H, which is provided centrally with a grooved wheel, I, to which wheel are attached chains K K'. The chain K is attached directly to the head of the coupling-pin, and when the shaft is turned in the direction indicated by the arrow in Fig. 1 the pin will be raised so that the cars can be uncoupled, and when said pin is raised it will rest upon the sliding block B.

When it is desired to elevate the link, the shaft is turned in the opposite direction, which will tighten the chain K', which is attached to the cross-bar *j*, thus raising said cross-bar and elevating the bail F, so as to hold the link at an angle.

The shaft H may, if desired, be secured immediately above the draw-head, and said shaft can be of sufficient length to extend to each side of the cars, so that the link can be manipulated without going between the same.

I claim—

1. The combination, in a car-coupling, of a draw-head, a spring-seated sliding latch, B, located therein, and having a lower recess, *d*, and a link-guide consisting of parallel verti-

cal members playing through said draw-head, and connected together with a horizontal portion, *f''*, which rests transversely in the link-recess, and devices connected to said vertical members to operate the same, substantially as set forth.

2. In combination with the draw-head A, a sliding latch, B, and coupling-pin, the link-guide F, attached to the pivoted arms G, flexible connections K K', secured to the coupling-

pin and link-guide, and to a drum, I, attached to a shaft, the parts being constructed and organized substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES G. GAMMON.

Witnesses:

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A. G. SCUDAMORE.