

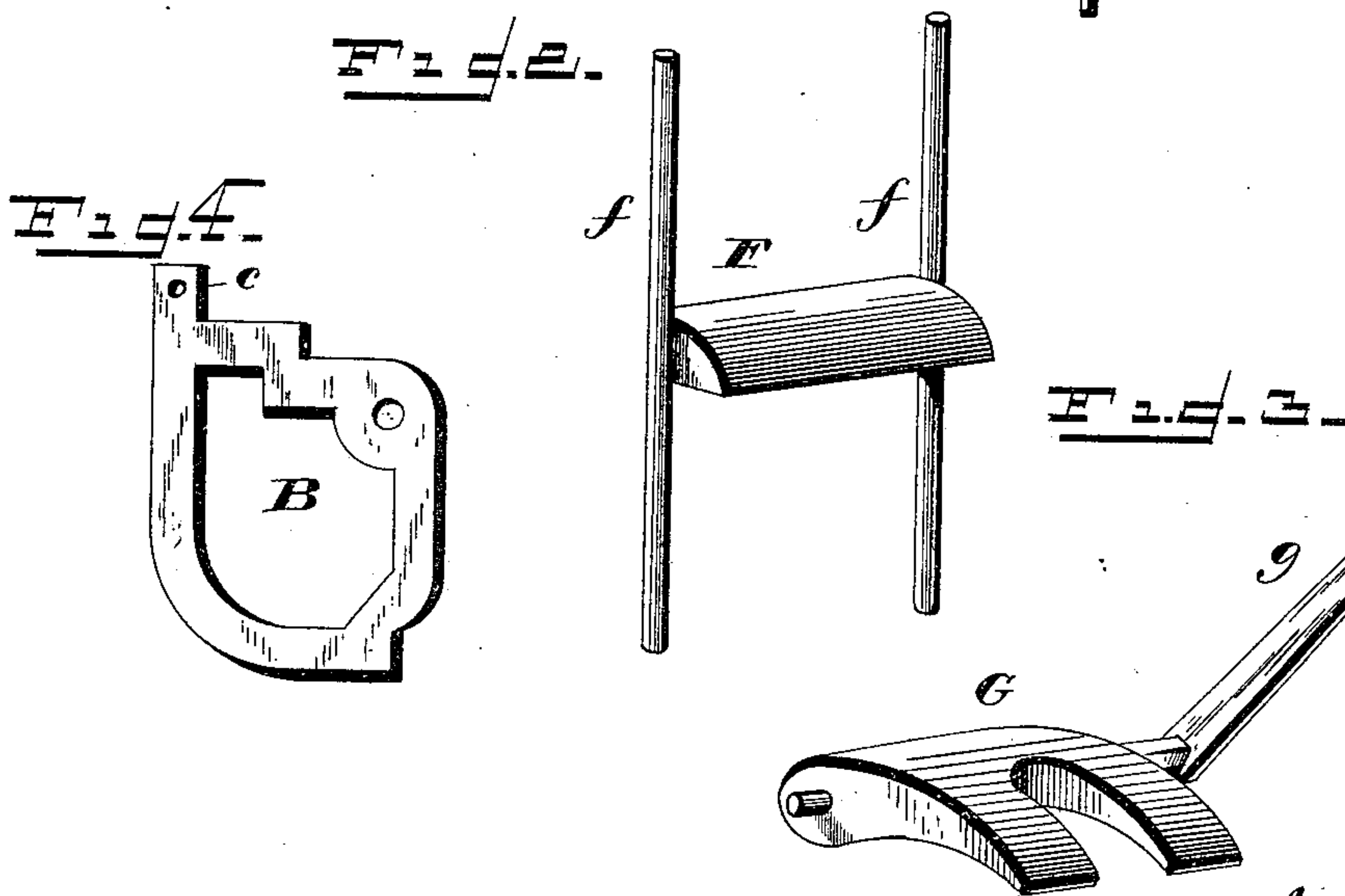
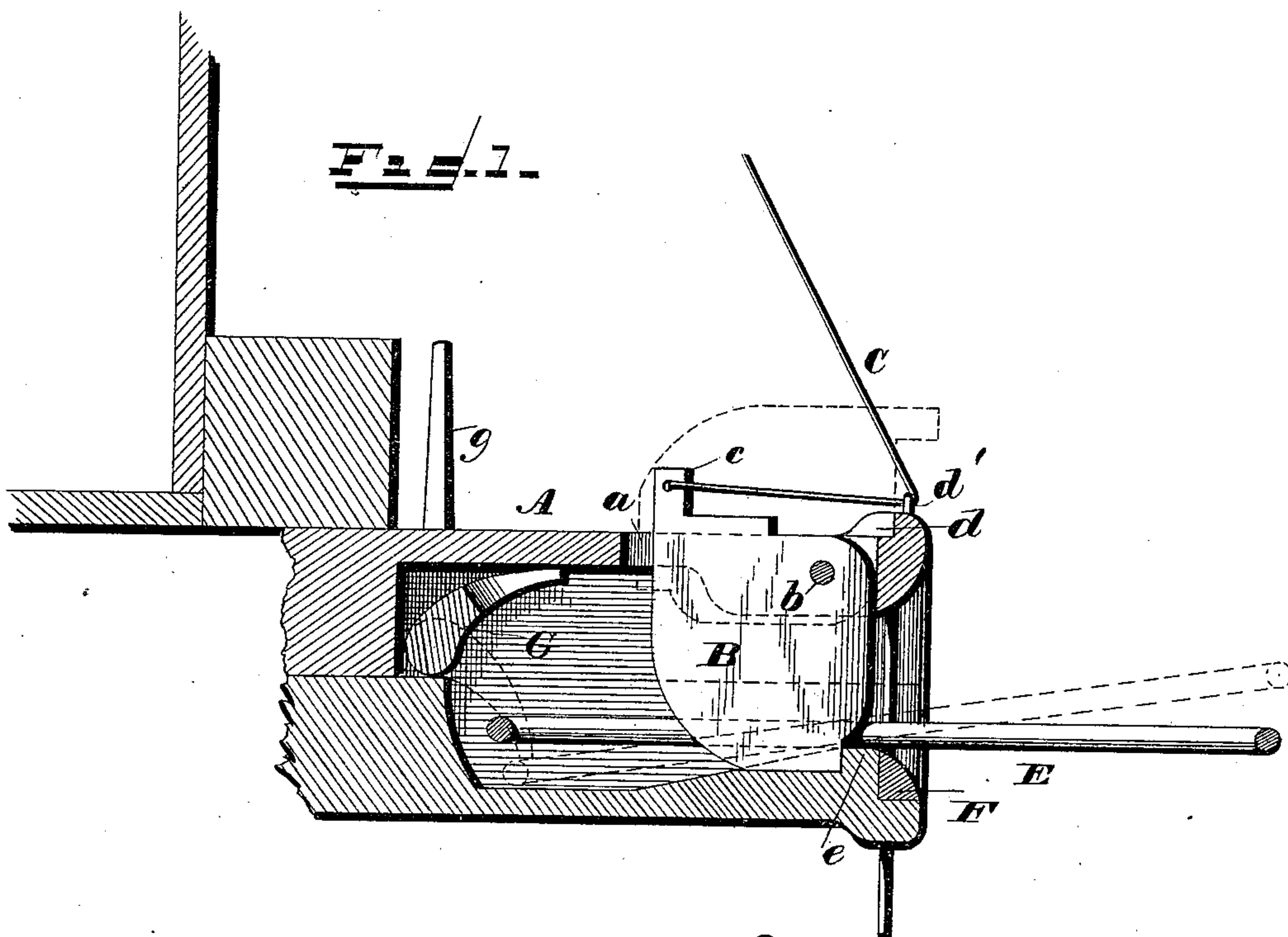
(No Model.)

A. J. SHIPMAN.

CAR COUPLING.

No. 350,775.

Patented Oct. 12, 1886.



WITNESSES

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ANDREW J. SHIPMAN, OF HARDINSVILLE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 350,775, dated October 12, 1886.

Application filed September 2, 1886. Serial No. 212,505. (No model.)

To all whom it may concern:

Be it known that I, ANDREW J. SHIPMAN, a citizen of the United States of America, residing at Hardinsville, in the county of Crawford and State of Illinois, have invented certain new and useful Improvements in Car-Couplings; 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, the object of the same being to provide a coupling device by the use of which the adjacent cars may be automatically coupled to each other; and to this end my invention consists in the construction and combination of the parts, as will be hereinafter fully set forth, and specifically pointed out in the claims.

In the accompanying drawings, which illustrate my invention, Figure 1 is a longitudinal sectional view of a car-coupler constructed in accordance with my invention. Fig. 2 is a detail perspective view of the device for elevating the link, said device being attached to the forward or front portion of the draw-head. Fig. 3 is a detail perspective view of the device for depressing the rear end of the link, said device being pivoted to the rear portion of the draw-head, and Fig. 4 is a modification of the latch or catch-plate.

A refers to the draw-head, which is preferably made in two parts, which are securely bolted to each other and attached to the car-body in the usual manner. The draw-head above the link-opening is provided with a longitudinal slot, *a*, between the sides of which is pivoted a latch, B, which is secured thereto by a transverse pin, *b*. Said latch may be either made of a solid plate, as shown in Fig. 1, or the interior of the plate may be removed, as shown in Fig. 4, so as to render said plate light and less expensive to manufacture. The plate is provided at its upper end with a projecting portion, *c*, which is provided with perforations through which passes a cord or flexible connection, C, for elevating the same, and the front upper end of the coupler is provided

with a notch or recess, *d*, within which the upper portion of the latch will lie when elevated, as shown in dotted lines, so that the projecting portion *c* will tilt or swing beyond the guide or staple *d'*, attached to the car-coupler, through which staple the latch-operating cord passes. By thus constructing the draw-head the latch may be elevated by drawing upon the same, and when elevated can be thrown beyond its center, so that it will fall by gravity. The lower front edge of the latch B is provided with a straight wall, which will engage with an upwardly-projecting portion, *e*, which is formed integral with the draw-head, and form a stop.

f f refer to transverse bars, which are secured so as to be capable of a vertical movement within the front edge of the draw-head, said bars being connected to each other by a transverse plate, F, the edge of which is curved, as shown. By elevating these bars, which can be done by any suitable attachments, as levers, the link E may be raised at its front end, so that it will enter the adjacent draw-head, even though the next car is higher. Within the rear upper portion of the recess of the draw-head a curved bifurcated plate, G, is pivoted, one of the pivots thereof projecting through the draw-head, so that an operating-lever, *g*, may be attached thereto. This bifurcated plate may be employed for depressing the rear end of the link so as to elevate its front portion, or may also be employed as a stop to prevent the rear end of the link rising when it is desired to have the link inclined downwardly from the front portion of the coupler. By providing the plate or casting G with a cut-away portion it is lightened, and the members adjacent to the center recesses will bear upon the sides of the link. A considerable space is left behind the latch, in which the coupling-link may have a certain amount of play.

If desired, the draw-head may be provided at its sides with hooks which will carry additional links. The device hereinbefore described is simple in construction and effective in operation.

I claim—

1. In a car-coupler, the combination, with a draw-head constructed substantially as shown, of a latch, B, pivoted within a slot in the up-

per portion of the draw-head, bars *f f*, vertically adjustable within guides, and provided with a cross-bar, *F*, and a pivoted plate, *G*, secured within the rear portion of the draw-head
5 and provided exteriorly with an operating-lever, the parts being organized substantially as shown, and for the purpose set forth.

2. In combination with a car-coupler provided at its upper end with a longitudinal slot,
10 *a*, and a latch, *B*, pivoted within said slot and provided with portions adapted to abut against an upwardly-projecting portion, *e*, of the draw-head, and when elevated to rest upon a shoul-

der, *d*, an operating-cord, *C*, guide-bars *f f*, carrying cross-bar *F*, and a pivoted plate or block, *G*, located within the rear portion of the recess in the draw-head and provided with an operating-lever, the parts being organized substantially as shown, and for the purpose set forth. 15

In testimony whereof I affix my signature in presence of two witnesses. 20

ANDREW J. SHIPMAN.

Witnesses:

ANDREW J. THOMAS,
JOSEPH B. CROWLEY.