

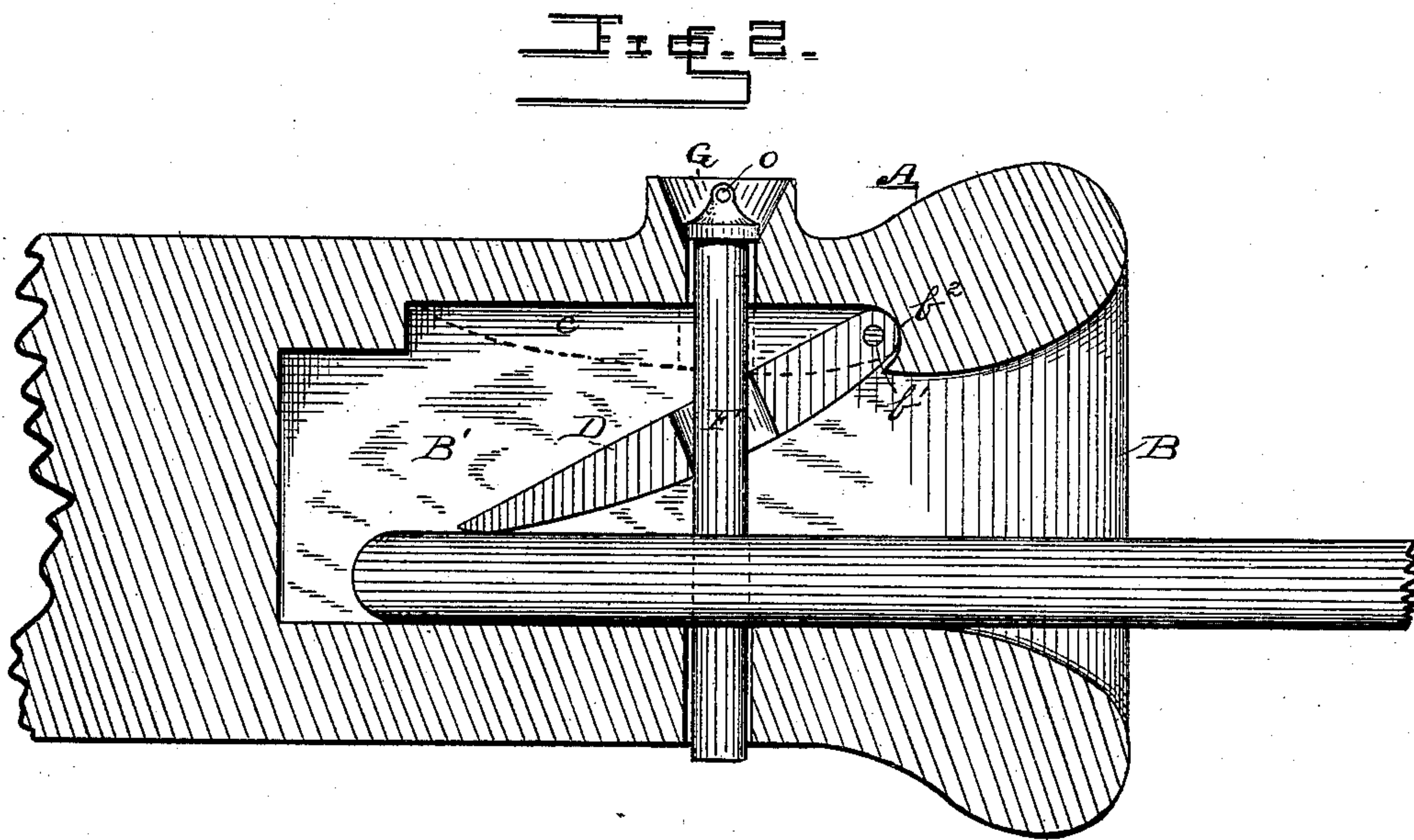
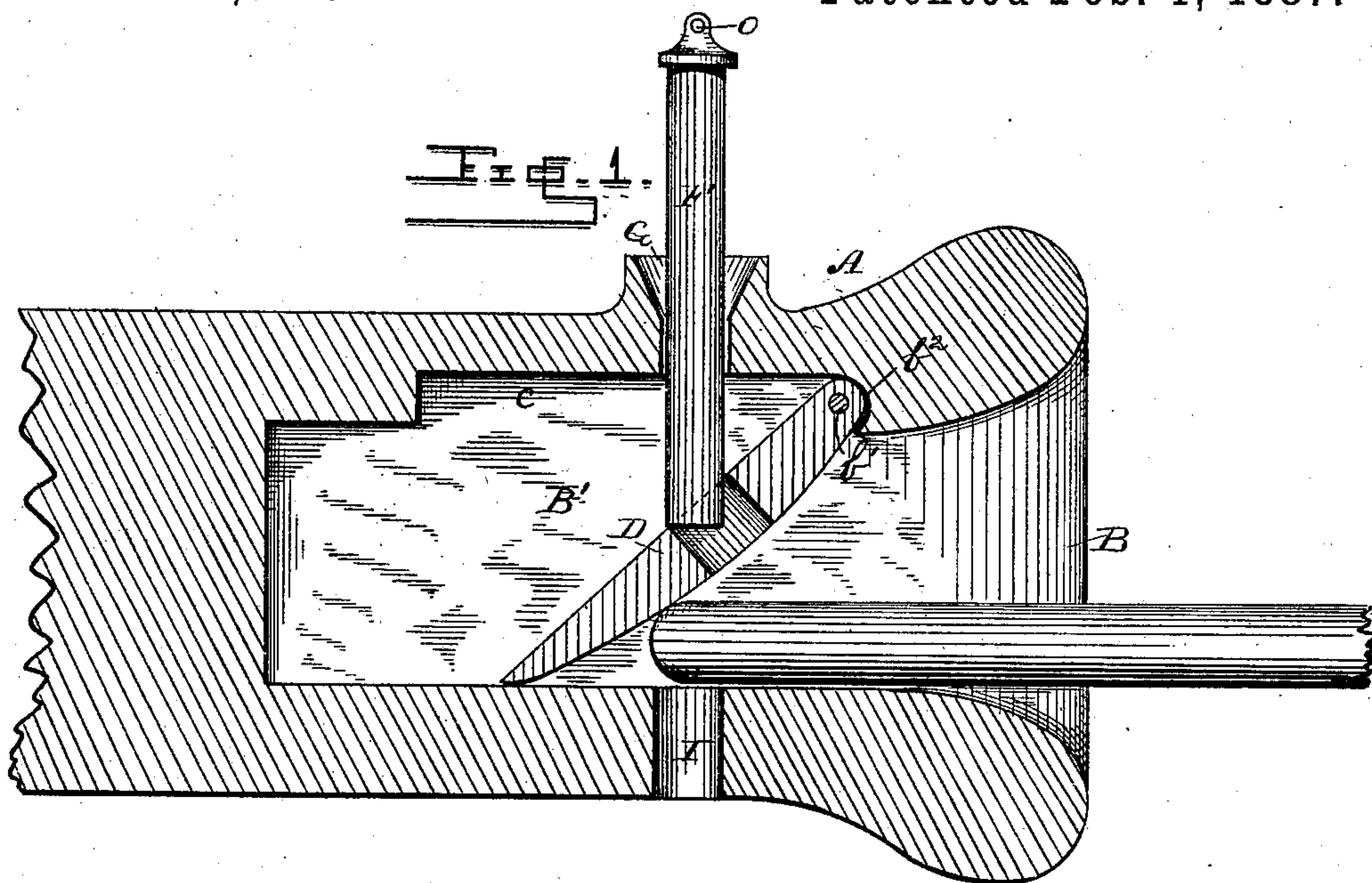
(No Model.)

W. L. ALBRIGHT.

CAR COUPLING.

No. 356,972.

Patented Feb. 1, 1887.



Witnesses:  
Jost & Blackwood  
R. G. Du Bois

Inventor:  
Wm L. Albright  
By his Attorney  
Wm H. Root Little



# UNITED STATES PATENT OFFICE.

WILLIAM L. ALBRIGHT, OF CHATTANOOGA, TENNESSEE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 356,972, dated February 1, 1887.

Application filed October 18, 1886. Serial No. 216,519. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM L. ALBRIGHT, a citizen of the United States, residing at Chattanooga, in the county of Hamilton and State of Tennessee, 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.

My invention consists of an improvement in car-couplings of that class in which the coupling-pin rests upon a latch hinged to the inner side of the draw-head, and in which, on the entrance of the link, the latch is thrown up and permits the pin to fall through a hole in the latch and thus automatically couple the cars.

My improvement is illustrated in the accompanying drawings, in which Figures 1 and 2 are central sectional elevations.

In the drawings, A is the draw-head, provided with a flaring mouth, B, to admit of the free entrance of the link at any angle, and from this mouth the draw-head extends back, forming a chamber, B', in which the latch is hung, and provided with a recess, c, cut out from the upper portion of the chamber B', to receive the latch. The width of this chamber is made greater than its height, to permit of a free lateral movement of the latch within it, and to prevent all cramping and bending of the link.

D is a latch, having its entire upper surface straight and its entire under surface curved, as shown, and hinged by means of a countersunk bolt, b', in a grooved recess, b<sup>2</sup>, formed in the draw-head just back of the curved upper portion of the mouth and on a line with the upper floor of the chamber B'. The bolt and head of the latch are thus protected from all chance of abrasion and injury. The latch is thus curved so that its upper end may conform to the curved recess b<sup>2</sup>, and that its point only may rest on the floor of the draw-head; also

to present the least frictional resistance to the link and to increase its weight by giving to its center additional thickness.

F is a coupling-pin with a blunt end, adapted to rest with that end partly within a hole in the center of the latch, and which is provided with a hole, o, at its top to suspend the same, by means of a chain, to the draw-head or top of the car.

G is a funnel formed in the top of the draw-head, and constitutes a support and sure guidance for the pin.

I is a hole in the bottom of the draw-head, into which the coupling-pin enters after it falls through the latch. By this means the strain upon the pin is made steady and uniform and automatic uncoupling of the cars when in motion prevented.

By my construction I produce a coupling device which never fails to couple, and in which all the parts are protected from injury by binding or abrasion or from sudden shocks.

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

A car-coupling composed, in combination, of a draw-head provided with the flaring mouth, the grooved recess b<sup>2</sup> behind the upper curved portion of said mouth, the coupling-chamber of a width greater than its height, and provided with a latch-recess, c, the latch having its top surface straight and its entire under surface curved and pivoted to the draw-head by a countersunk bolt in recess b<sup>2</sup>, the funnel in the top of the draw-head to control and guide the pin, the latch, and the bottom of the draw-head provided with holes in a line with the funnel to receive the coupling-pin, substantially as described.

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

WILLIAM L. ALBRIGHT.

Witnesses:

M. L. CHAPMAN,  
HUGH R. BANKS.