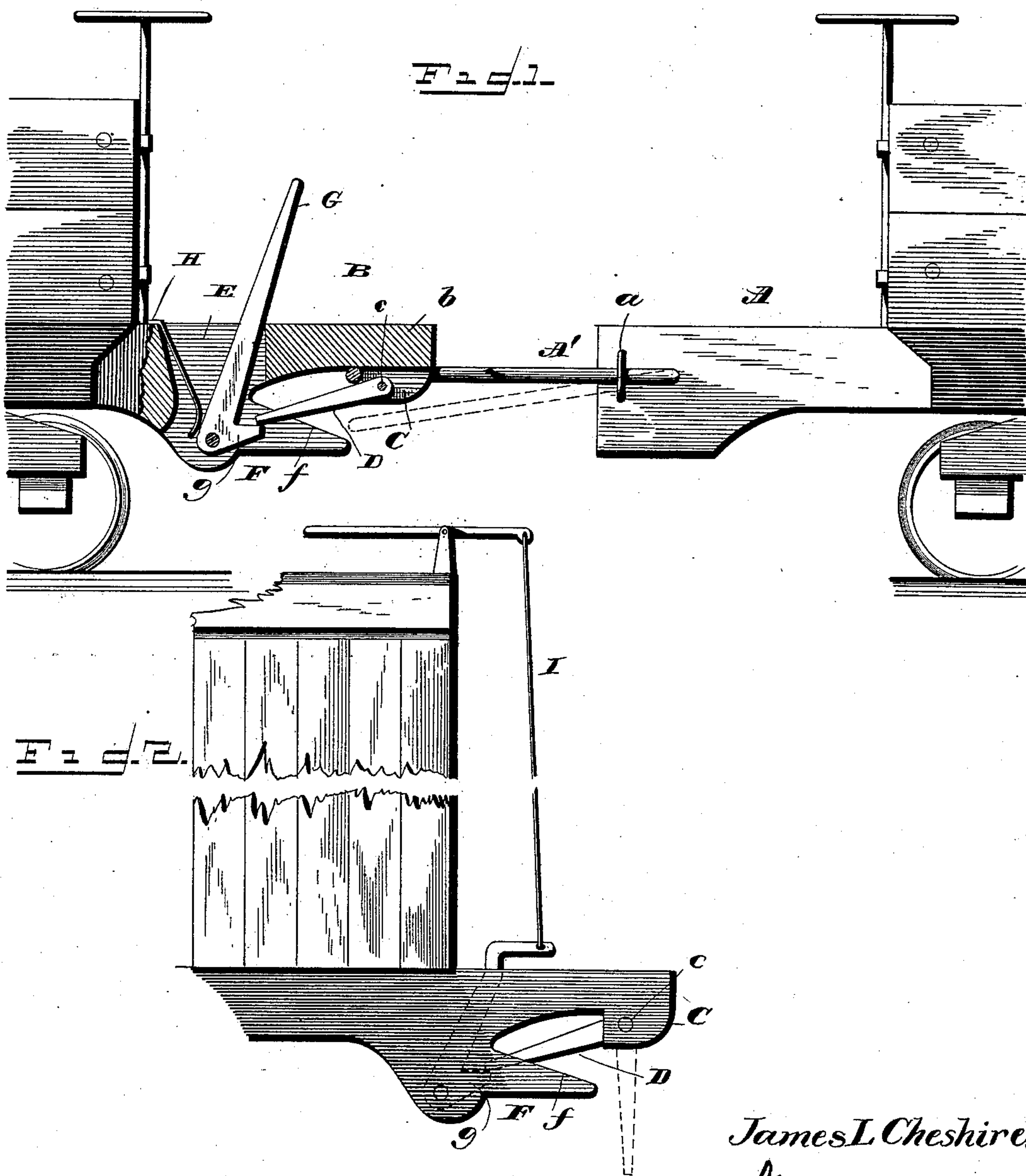


(No Model.)

J. L. CHESHIRE.
CAR COUPLING.

No. 362,425.

Patented May 3, 1887.



WITNESSES

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JAMES L. CHESHIRE, OF ARGUS, ALABAMA, ASSIGNOR OF ONE-HALF TO
JUSTUS LAFAYETTE BIRD AND DULANY MAFUS WOODS BIRD, BOTH
OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 362,425, dated May 3, 1887.

Application filed February 3, 1887. Serial No. 226,414. (No model.)

To all whom it may concern:

Be it known that I, JAMES L. CHESHIRE, a citizen of the United States of America, residing at Argus, in the county of Crenshaw and State of Alabama, 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.

In the accompanying drawings, which illustrate my invention, Figure 1 is a side view of a car-coupler, partly in section, constructed in accordance with my invention; and Fig. 2 is a side view showing the car-coupler arranged so as to uncouple from the top of a car.

A refers to a draw-head or bumper, which is provided at its sides with bails or loops *a*, which serve as a guide and permit a vertical movement of the link *A'*, which is pivotally attached to the draw-head *A*.

B refers to the opposite draw-head, which is of peculiar construction, and is provided with a projecting portion *b*, the front end of which is practically on a line with the draw-head *A*, and forms a portion against which the opposite draw-head will abut, and this forwardly-projecting portion *b* is provided with depending wings *C*, between which is pivotally secured a bar, *D*, which normally will hang in a vertical position upon its pivot-pin *e*, which passes through the wings *C*. The rear portion of the draw-head *B* is provided with a vertical recess, *E*, and forwardly-projecting portions *F*, the upper edges of which are inclined, as shown at *f*. The front ends of these projecting portions *F* terminate at a point almost beneath the rear straight portions of the projecting wings *C*, and these inclined portions serve as guides for the link. At a suitable point within the slot or recess *E* is pivoted a

lever, *G*, the upper end of which extends above the draw-head, while its lower end has a projecting portion, *g*, formed therein, the under side of which is inclined or curved, and also within the recess *E* is secured a spring, *H*, which is adapted to bear against the rear side of the lever *G*, so as to normally throw the same against the front portion of the recess *E*. If desirable, the front end of this lever *G* may be bent forwardly and connected by rods *I* to a suitable hand-lever pivoted to the top of the car, so that the lever can be operated therefrom.

The operation of my invention is as follows: After the cars have been uncoupled, the pivoted bar *D* will hang in a vertical position from its pivot, and when the cars come together the link *A'* will first abut against this pivoted bar *D* and swing the same upwardly, and after the link passes the free end thereof this pivoted bar will fall, so as to engage with the projecting portion of the lever *G*, which will retain the same in an inclined position. When the cars separate, the link will engage with the straight edge of the depending wings *C*, and the lever *G* will hold the pivoted bar in an inclined position, so as to prevent the cars becoming uncoupled.

When it is desired to uncouple the cars, a simple rearward movement of the upper end of the lever *G* will swing the projecting portion *g* out of engagement with the pivoted bar *D* and allow the same to fall. The link then, not having any support, will drop beneath the straight edges of the depending wings *C*.

It will be noted that the projecting portion *g* of the lever *G*, which engages the pivoted bar *D*, is rounded on its under side, so that when the end of the pivoted bar comes in contact therewith it will slide on this rounded portion, and that when said pivoted bar engages with the straight portion thereof it cannot become disengaged until the upper end of the lever is moved rearwardly.

I claim—

1. In a car-coupler, a draw-head, *B*, provided at its front portion with depending wings *C*, *C*, having rear vertical edges, forwardly-projecting portions *F*, having inclined upper edges, a bar, *D*, pivoted between the wings,

and a pivoted lever, G, having a projecting end with which the bar D engages, substantially as shown, and for the purpose set forth.

2. In a car-coupler, a draw-head, B, provided at its front portion with downwardly-projecting wings C, having vertical rear edges, forwardly-projecting portions F, a lever, G, pivoted between said forwardly-projecting portions and provided with the catch
10 g, a pivoted bar, D, adapted to engage with said forwardly-projecting portion of the lever and to be swung above the same by a link contacting therewith, and a spring, H, substantially as shown, and for the purpose set forth.

15 3. In a car-coupling device, the combination of a draw-head, A, provided with a pivoted link, the draw-head B, constructed substantially as shown and provided at its front end

with a depending portion having a straight rear edge against which the link will abut 20 when the cars are coupled, and a guide, F, with inclined upper edges, a pivoted bar, D, secured near the front end of the draw-head, and a pivoted lever, G, having a projecting portion which is adapted to engage with the 25 free end of the pivoted lever, and a spring adapted to abut against the rear end of the pivoted lever, the parts being combined and organized substantially as shown, and for the purpose set forth. 30

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

JAMES L. CHESHIRE.

Witnesses:

J. C. CHESHIRE,

J. W. DAVIS.