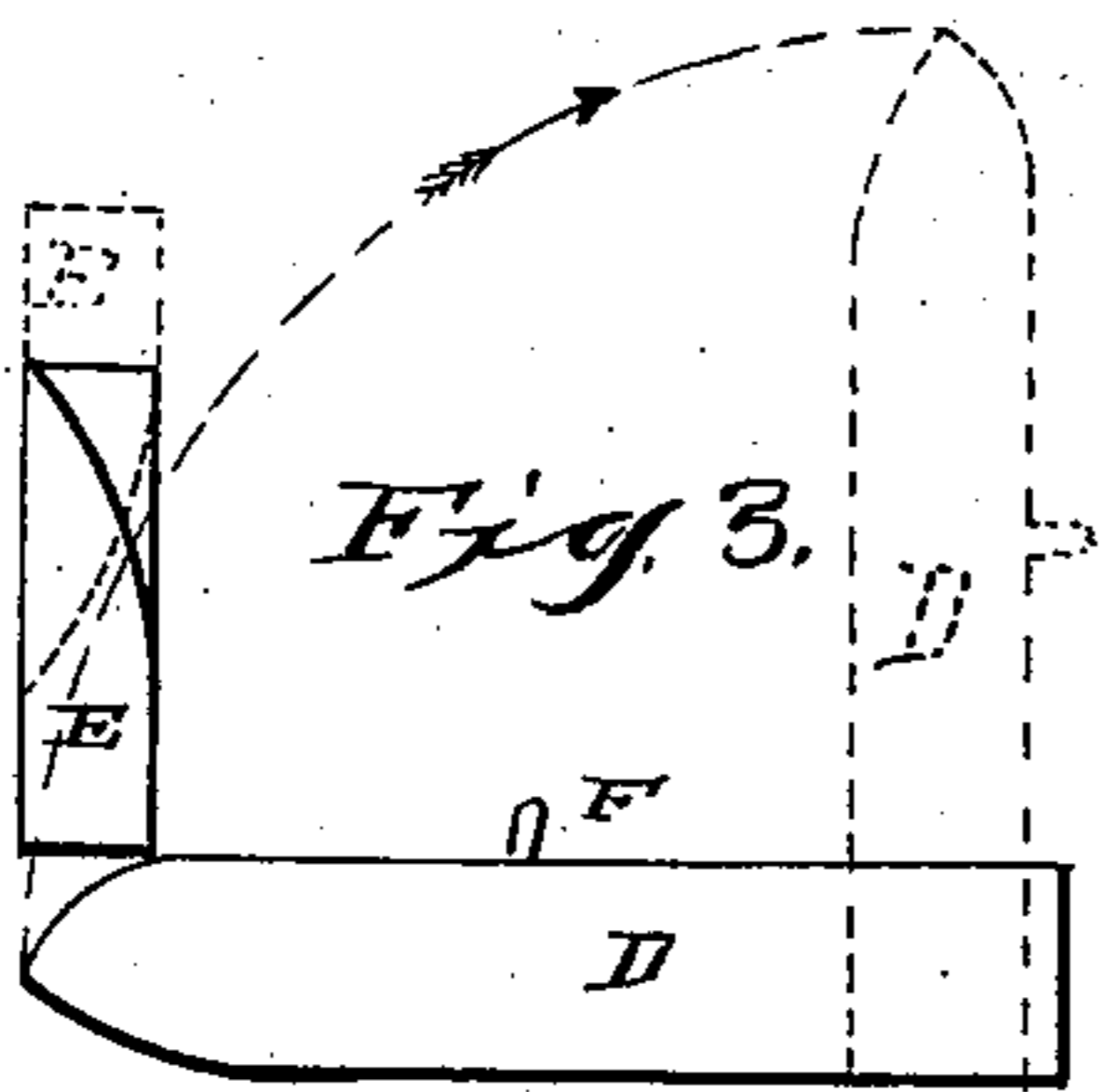
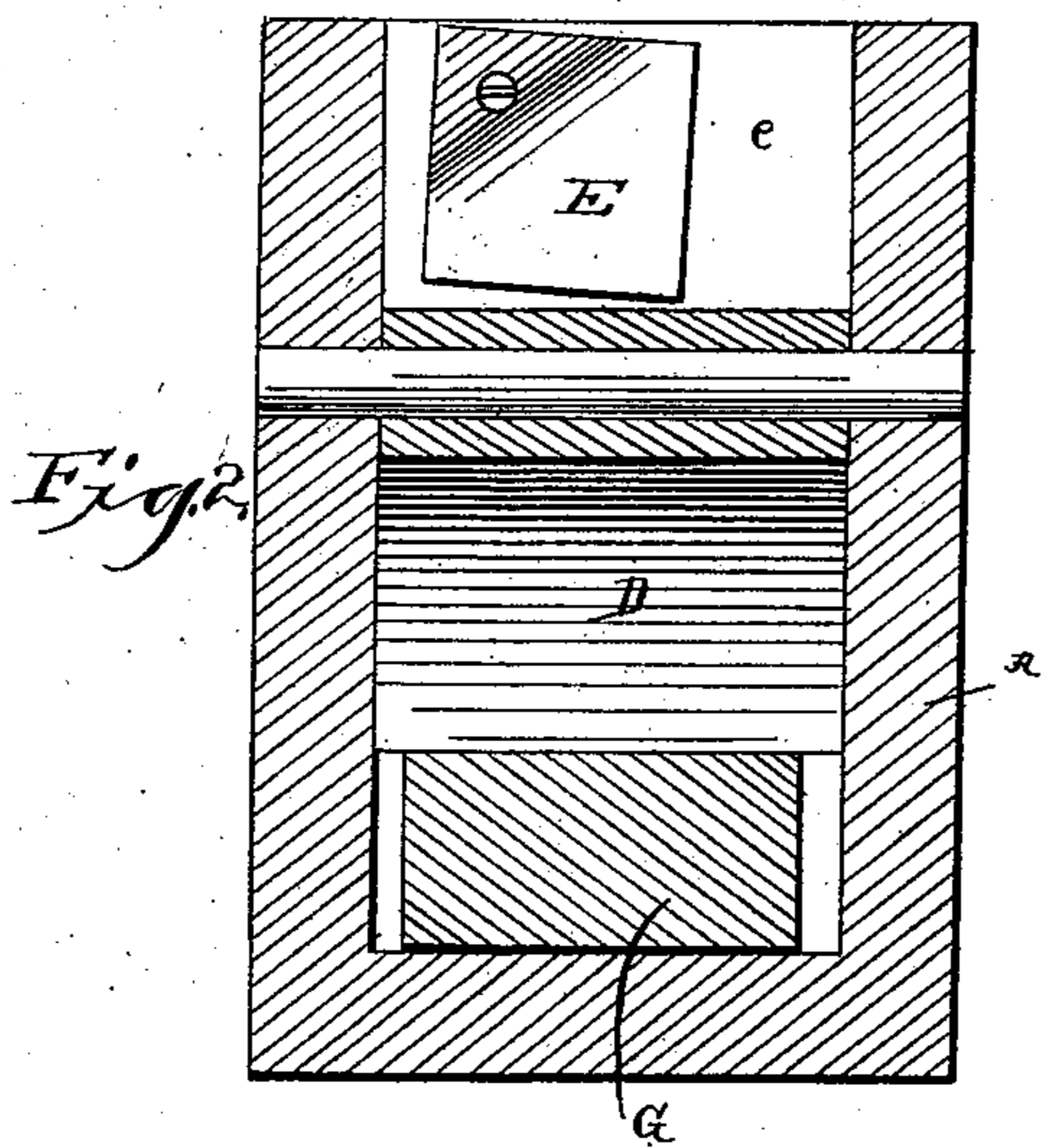
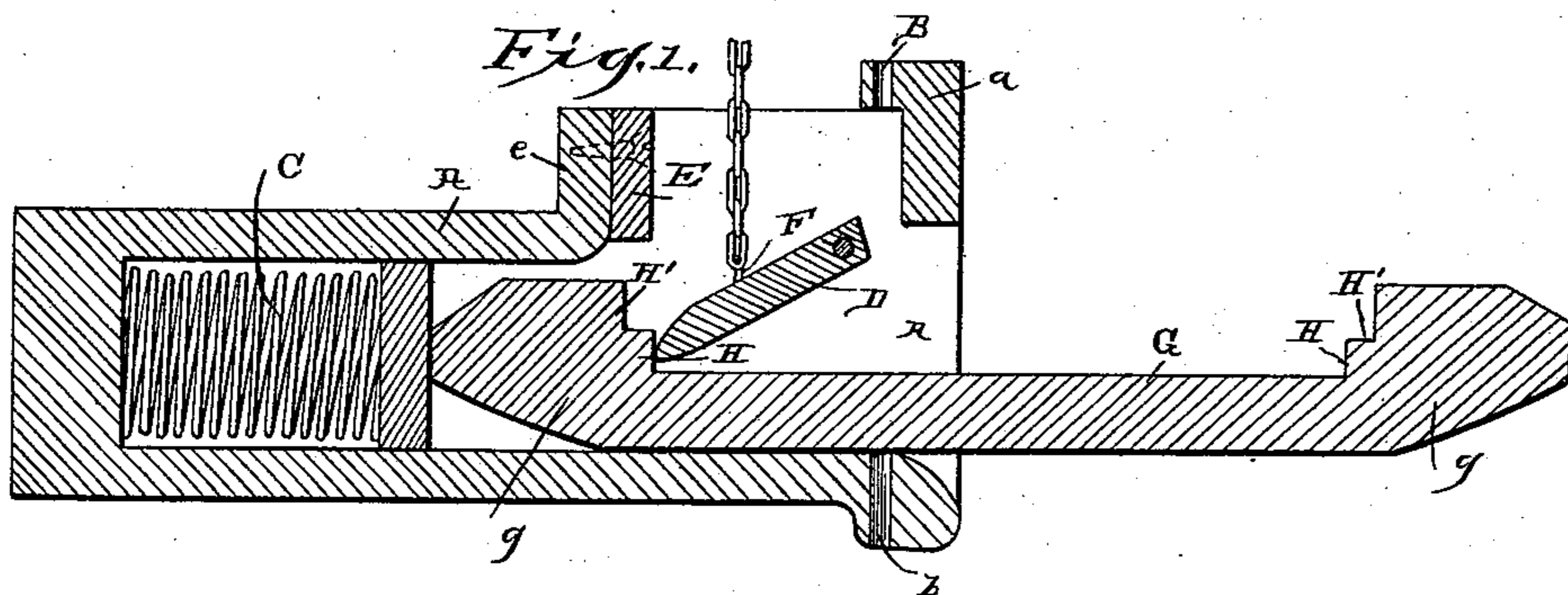


(No Model.)

L. CHAMPAGNE.
CAR COUPLING.

No. 363,800.

Patented May 31, 1887.



Witnesses

Henry G. Dietrich

P. H. Bishop.

By *his* Attorneys,

Inventor

Louis Champagne

C. A. Howells

UNITED STATES PATENT OFFICE.

LOUIS CHAMPAGNE, OF MARSHFIELD, WISCONSIN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 363,800, dated May 31, 1887.

Application filed April 13, 1887. Serial No. 234,685. (No model.)

To all whom it may concern:

Be it known that I, LOUIS CHAMPAGNE, a citizen of the United States, residing at Marshfield, in the county of Wood and State of Wisconsin, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention is an improved car-coupling; and it consists in certain novel features of the construction shown in the accompanying drawings, and hereinafter described and claimed.

In the drawings, Figure 1 is a longitudinal section of my improved coupling. Fig. 2 is a cross-section, and Fig. 3 is a detailed view.

Referring to the drawings by letter, A designates the draw-head, which may be secured to the bottom of the car in any desired manner. The top of the draw-head is open, as shown, and across the top, at the front end thereof, I secure the bar *a*, which is provided with the central vertical opening, B. A similar opening, *b*, is provided in the bottom of the draw-head in alignment with the opening B, so that, when so desired, the draw-head may be used with the ordinary pin and-link coupling. A spring-actuated plunger, C, is provided in the rear end of the draw-head and acts upon the link in the manner hereinafter specified.

A gravity-pawl, D, is pivoted in the draw-head near the front end of the same and engages the link in the operation of the device. A locking-block, E, is pivoted eccentrically on the front side of a shoulder, *e*, and when it is in its normal position prevents the withdrawal of the gravity-pawl. As will be seen from the drawings, this locking-block is pivoted near one corner, and the said corner is beveled or cut away, as shown. By this construction, when the locking-block is in its normal position, an attempt to lift the pawl will cause it to bind against the lower edge of the locking-block, and its removal will thereby be pre-

vented. If, however, the locking-block be turned, so that its beveled corner will be its lowest point, the pawl will escape past the same, as will be readily understood. On the rear side of the pawl I provide a bail or loop, F, to which may be secured the lower end of a rod or chain running to the top of the car, in order to uncouple the cars without the necessity of the attendant's going between the same.

G is the link, consisting of a metal bar having pointed enlargements *g* at its ends and provided on the inner sides of said enlargements with the shoulders H H', as shown.

In operation, the link enters the draw-head and the gravity-pawl automatically falls into engagement with the shoulders of the link, and they are held in engagement by the plunger in the draw-head acting on the link and tending to press it out of the draw-head.

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

1. The combination, with the draw-head, of the link, the gravity-pawl pivoted in the draw-head and engaging the link, and the locking-block mounted in the draw-head in rear of the gravity-pawl and in the path of the same, substantially as set forth.

2. The combination, with the draw-head and the link, of the gravity-pawl pivoted in the draw-head and engaging the link, and the locking-block pivoted eccentrically in rear of the gravity-pawl and having its front face beveled from its pivotal point to the nearest edge, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

LOUIS CHAMPAGNE.

Witnesses:

FRANK A. CADY,
MICHAEL BERG.