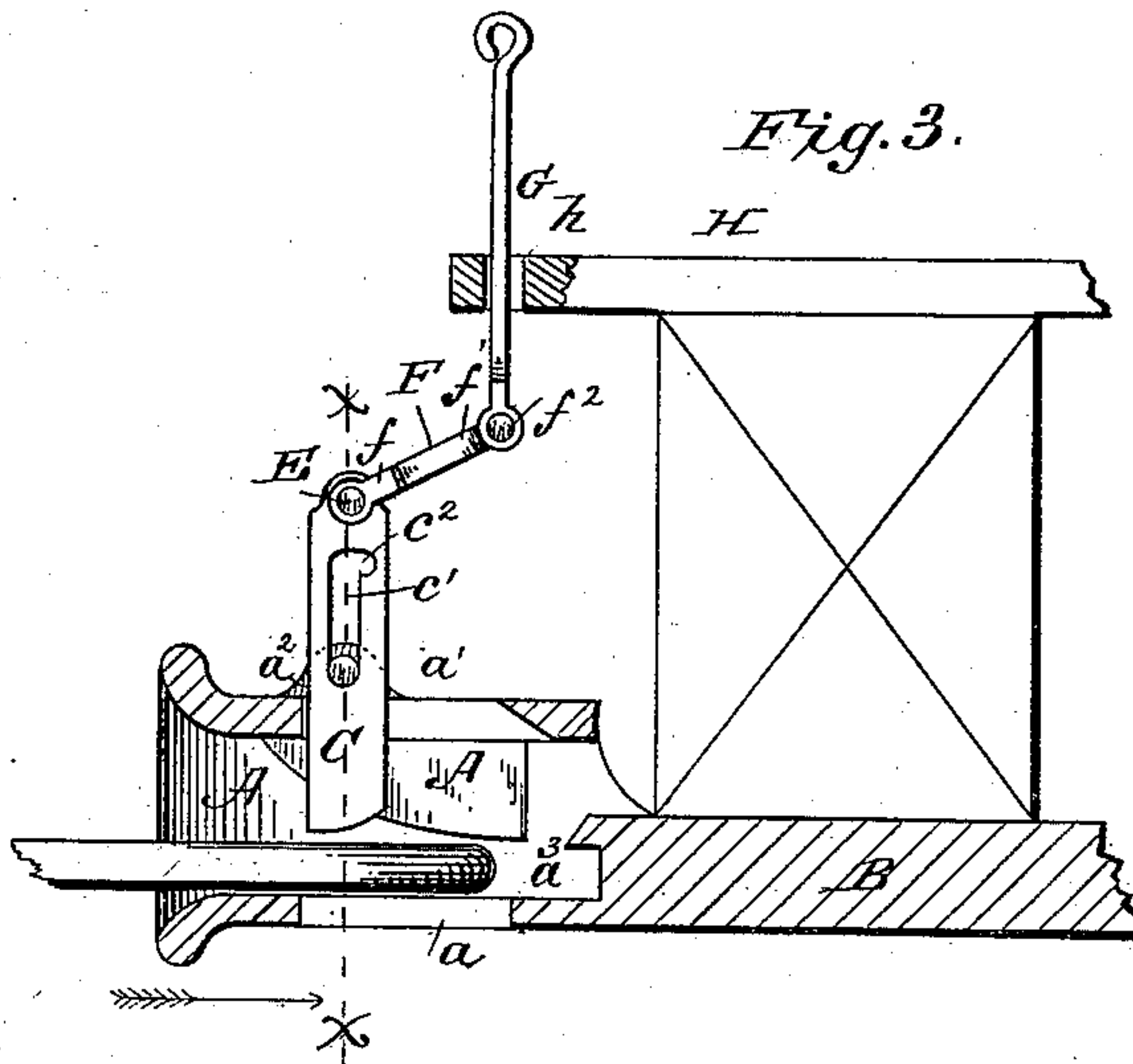
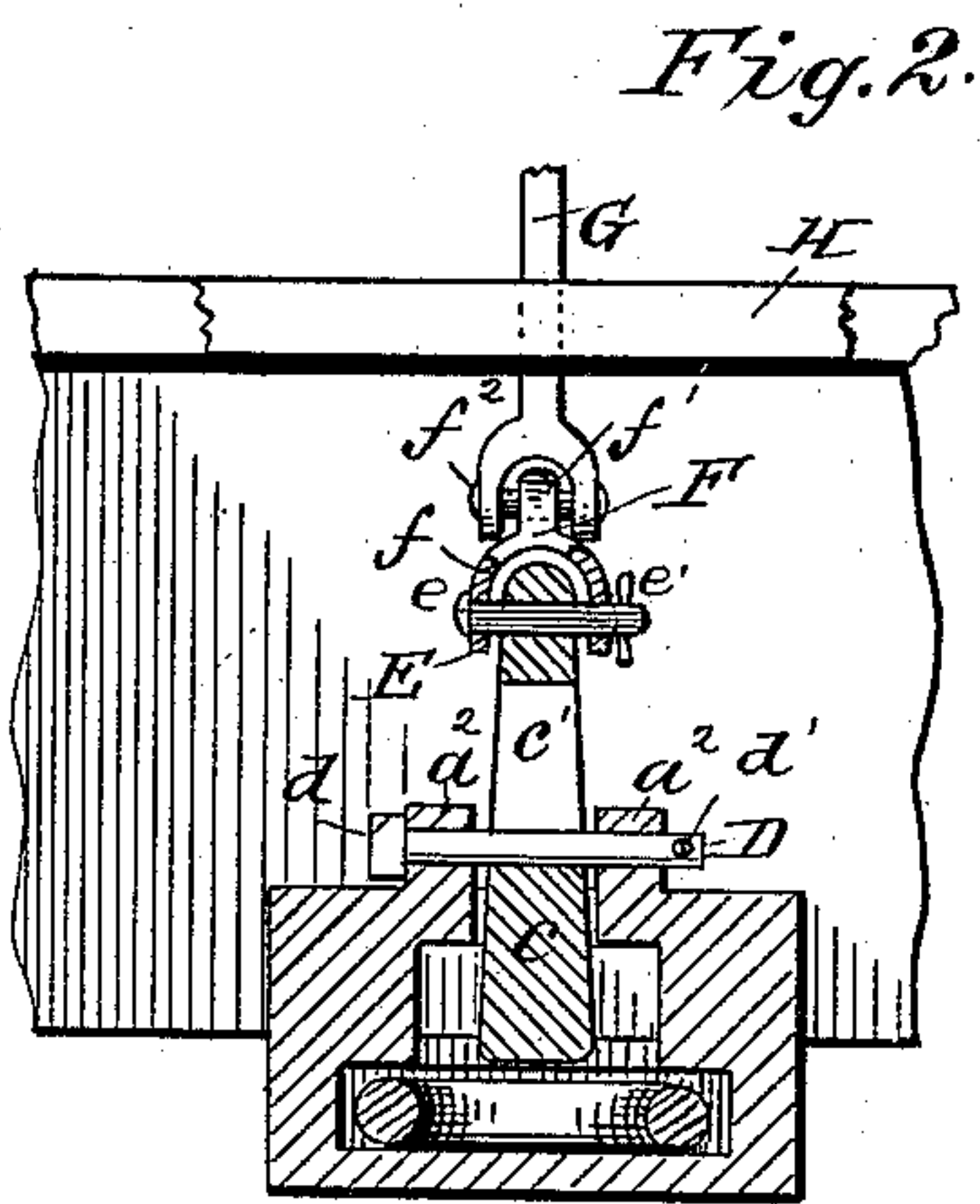
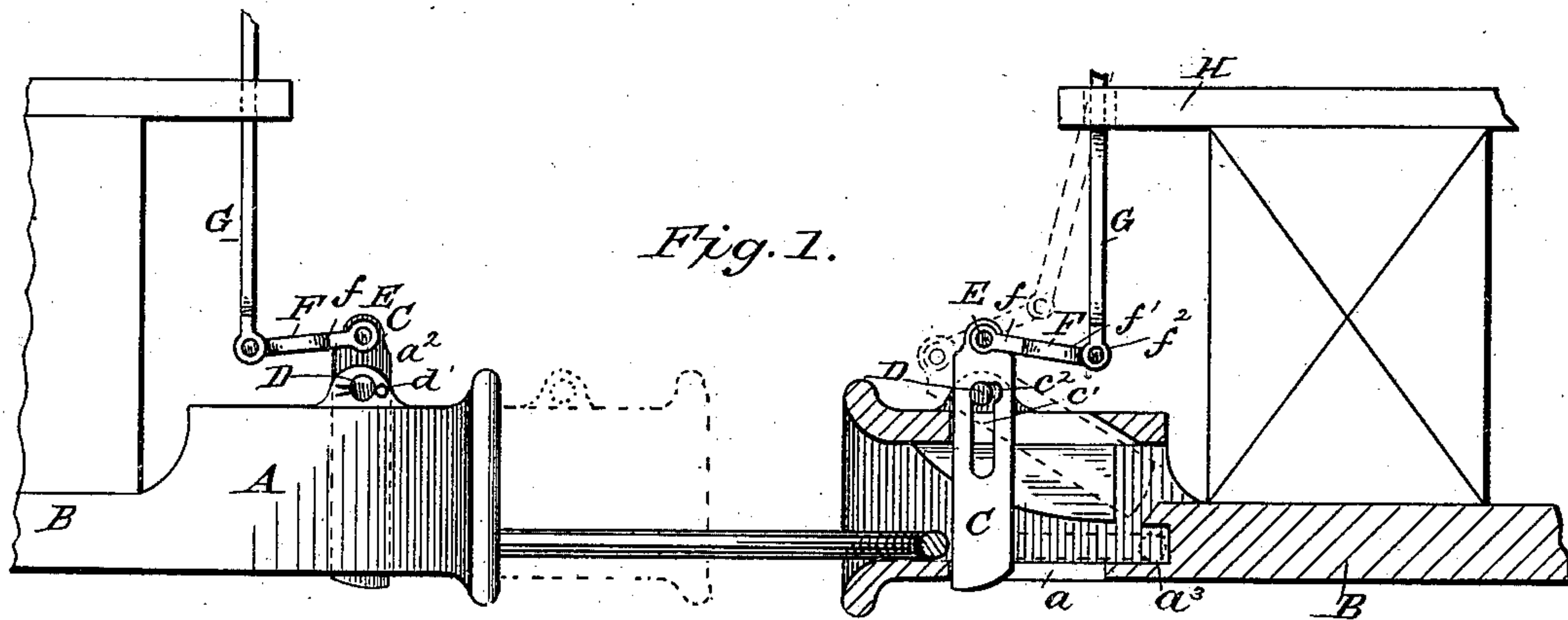


(No Model.)

W. H. WRIGLEY.
CAR COUPLING.

No. 375,973.

Patented Jan. 3, 1888.



WITNESSES:

Fred G. Duterick
John Kemon

INVENTOR:

W. H. Wrigley
BY *Murray L.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

WILLIAM HENRY WRIGLEY, OF NEW ORLEANS, LOUISIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 375,973, dated January 3, 1888.

Application filed July 22, 1887. Serial No. 245,027. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY WRIGLEY, of New Orleans, in the parish of Orleans and State of Louisiana, have invented
5 a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to car-couplers which employ an ordinary link, and a tilting pin which will be automatically lifted at its lower
10 end to fall into the link, and which may be lifted out of the way of the link by suitable means when the cars are to be uncoupled.

My improvement consists in certain constructions and combinations of parts herein-
15 after described, and particularly designated in the claims.

In the accompanying drawings, Figure 1 is a side elevation partly in section. Fig. 2 is an end view in section; and Fig. 3, a side view,
20 also in section, showing the pin raised.

The draw-head A is secured to the end of the draw-bar B in the usual way. The bottom of the draw-head A has a slot, *a*, through which the lower end of the coupling-pin C
25 passes, and against the forward end of which the said coupling pin is held when the link is pulling against the pin. The top of the draw-head has a slot, *a'*, through which the upper end of the pin C passes, and also has lugs *a*²
30 upon opposite sides of said slot, between which the upper end of said coupling-pin is supported, and through which a bolt, D, passes to support the coupling-pin C, and provide a fulcrum upon which said pin may swing
35 or be tilted. The bolt D has a head, *d*, at one end and a slot and split pin, *d'*, at the other end, which hold it securely in place upon the draw-head and within a slot, *c'*, in the upper end of the coupling-pin. The slot *c'* runs
40 lengthwise of the pin C at the upper end thereof, and has an enlarged backwardly-extending aperture or recess, *c*², at the upper end thereof, into which the bolt D will rest when the pin C is not otherwise supported, and
45 will at such time obstruct the upward movement of the pin C and prevent it from being jolted out of its seat within the link, when the cars are in motion, by any ordinary jars or strains which may come upon it. The lower
50 end of the pin C is weighted sufficiently to hold it in a vertical position, and to cause it to fall or restore itself to its vertical position

after it has been tilted or lifted at its lower end by the link in the act of coupling itself therewith.

The rear or back portion of the bottom of the draw-head has a pocket, *a*³, into which the end of the link I. passes to support said link in a horizontal position ready for insertion into the coupling draw-head of the adjacent
60 car.

The upper end of the coupling-pin C is connected by a bolt, E, having a head, *e*, and split pin *e'*, with a bifurcated link, F, the arms *f f* of which embrace the opposite sides of the
65 upper end of the pin C, and the arm *f'* of which is connected by a riveted pin, *f*², with the lower end of an upright bar or lever, G. The lever G is passed through and is supported at or near its upper end in the slot *h* of
70 a plate, H, bolted to the end of the car, by means of which the pin C may be either lifted vertically or be tilted backwardly at its lower end, with the bolt E as a fulcrum, to release the link I and permit the cars to be uncoupled.

From the foregoing it is manifest that the pin C may be easily lifted out of the link or tilted to permit the link to be withdrawn from the draw-head when desired, the pin will be ordinarily held in its seat in both the upper
80 and lower slots of the draw-head by the weight of the pin and by the enlargement of the upper end of the slot formed in said pin, and the link is held in a horizontal position by the pocket at the rear of the draw-head.

I claim as my invention and desire to secure by Letters Patent—

1. In a car-coupling, the combination, with the draw-head A, of the fulcrum-bolt D, link I, and a coupling-pin, C, having a slot, *c'*,
90 enlarged and extending backwardly to hold the pin from jolting out of place, and means for both lifting and tilting the said coupling-pin, substantially as described.

2. In a car-coupling, the combination, with
95 the draw-head A, of the fulcrum-bolt D, link I, coupling-pin C, slotted at its upper end, link F, lever G, and plate H, substantially as described.

WILLIAM HENRY WRIGLEY.

Witnesses:

F. F. TRIMHARD,
W. H. STUART.