

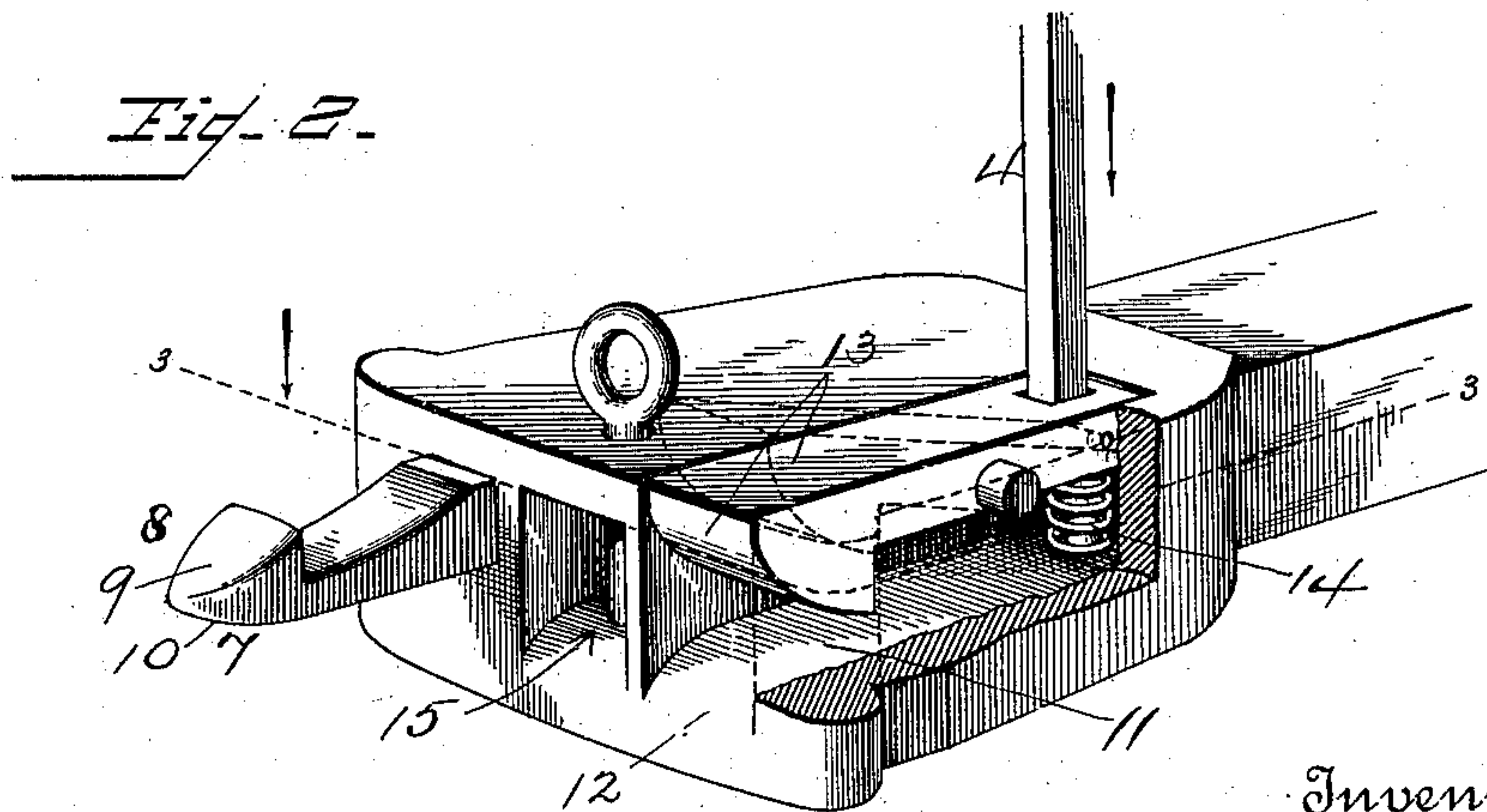
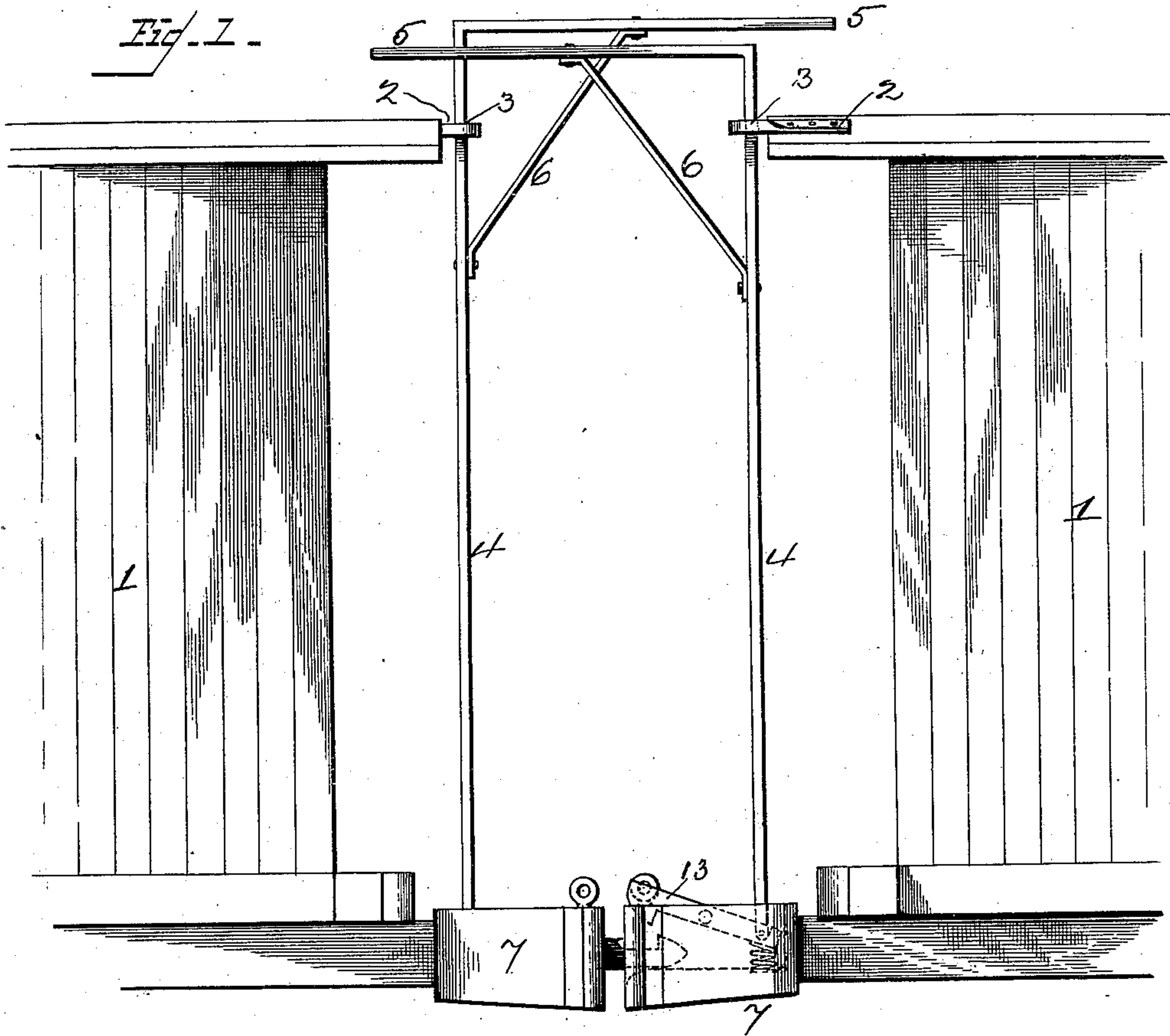
(No Model.)

2 Sheets—Sheet 1.

F. C. BAILEY.  
CAR COUPLING.

No. 376,131.

Patented Jan. 10, 1888.



Witnesses

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Inventor

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By his Attorney

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Fig. 3.

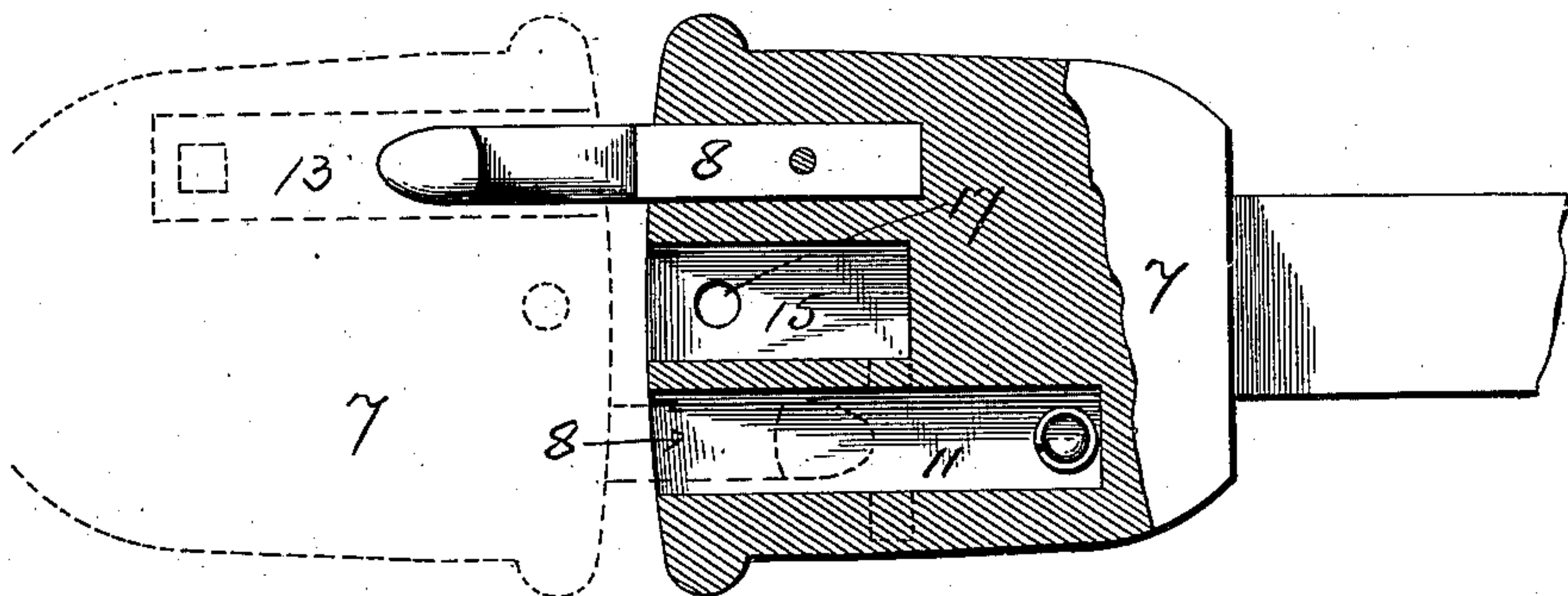
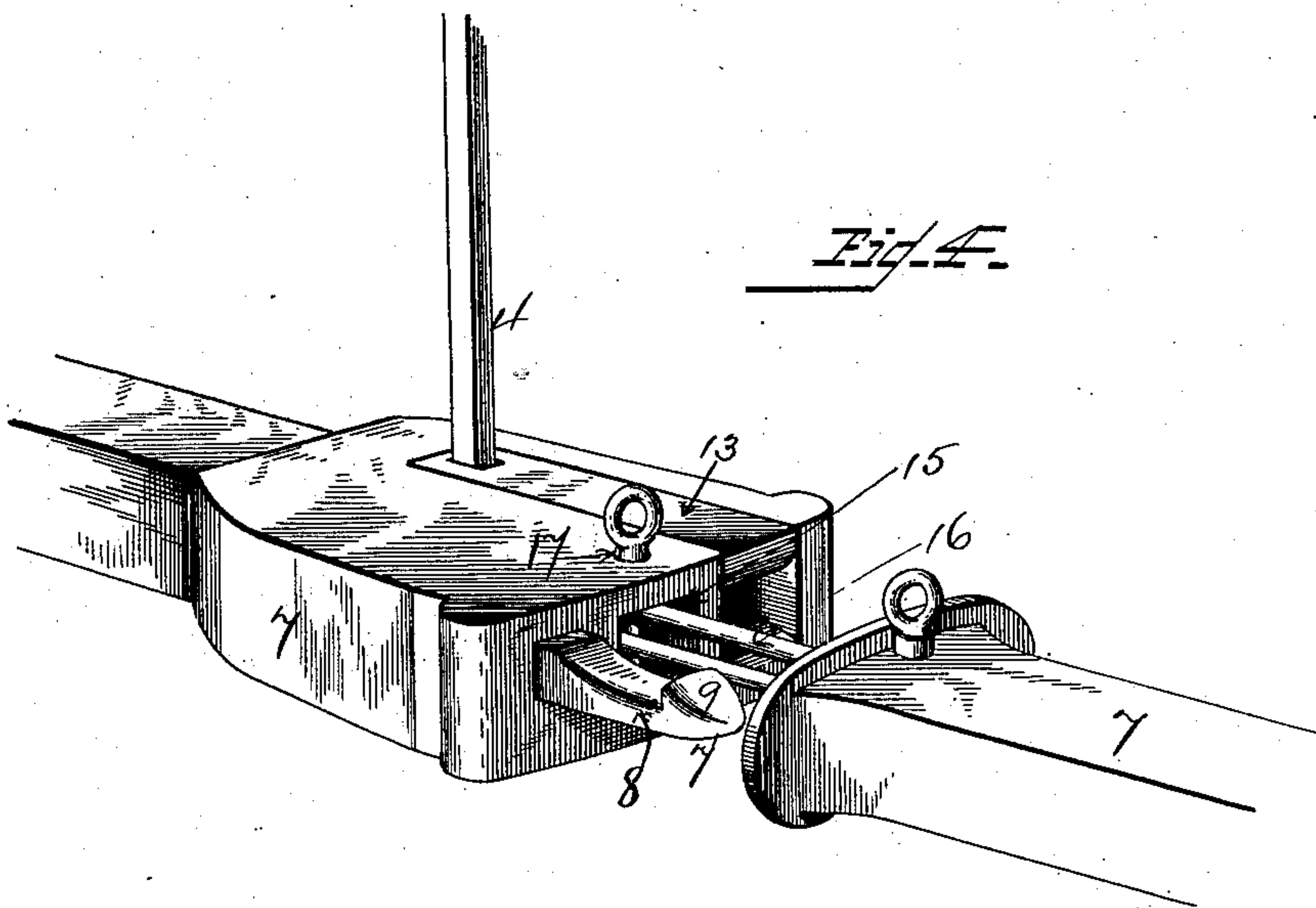


Fig. 4.



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# UNITED STATES PATENT OFFICE.

FRED. C. BAILEY, OF RIB LAKE, WISCONSIN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 376,131, dated January 10, 1888.

Application filed July 16, 1887. Serial No. 244,527. (No model.)

*To all whom it may concern:*

Be it known that I, FRED. C. BAILEY, a citizen of the United States, residing at Rib Lake, in the county of Taylor and State of Wisconsin, 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 improved car-coupling comprises a pair of draw-heads, each having in their outer ends a central slot or recess adapted to receive an ordinary link and a vertical hole to receive a link-pin, a longitudinal slot or recess near one side, within which is a spring-supported latch, and an outwardly-extending hook near its opposite side, so that upon a pair of such draw-heads coming together the hooks on the opposing draw-heads will enter the slots opposite thereto and engage with the pivoted spring-held latches therein, and a vertical rod or lever held in a guide-plate secured to the top of and extending outwardly beyond the rear of each car, said lever being at its lower end connected with the rear portion of the pivoted and spring latch, so as, upon said lever being pressed down, to rock said latch vertically and release it from the hook in engagement therewith and uncouple the cars, each of said levers having at its upper end an arm, which extends rearwardly a sufficient distance to permit of its being grasped by a brakeman on the adjacent car.

In the accompanying drawings, Figure 1 represents, in side elevation, a portion of a pair of cars with my improved coupling and uncoupling devices thereon, the full lines representing the devices in coupling position, the dotted lines representing them as uncoupled. Fig. 2 represents a detail perspective view of one of the draw-heads. Fig. 3 represents a section on the line 3 3 of Fig. 2. Fig. 4 is a detail view representing the adaptability of my draw-head for use in connection with a car having an ordinary link-coupling.

1 represents a freight-car, to the top of which is attached, in any suitable manner—as by screws or bolts—a metal plate, 2, which extends rearwardly beyond the car a suitable distance, as represented in the drawings.

Near the rear end this plate is provided with a vertical slot or hole, 3, which serves as a guideway for the uncoupling lever 4, which at its lower end is connected with the coupling-latch and at its upper end is provided with a rearwardly-extending horizontal arm, 5, supported on and braced to the vertical part of the lever by a brace, 6. This horizontal arm 5 of the uncoupling-lever extends rearwardly a sufficient distance to admit of its being readily grasped by the brakeman on the adjacent car, so that he can from any one car uncouple not only the car upon which he is, but also the two cars coupled therewith.

My improved draw-heads 7 each have near one side a hook, 8, which projects outwardly from the face of the draw-head and has beveled upper and under faces, 9 10, to facilitate its engagement with the coupling device. Near the opposite side of the draw-head is a longitudinal slot, 11, having a beveled bottom face, 12, up which the beveled under face of the clamping-hook 8 slides into engagement with the hooked latch 13, which at its rear end is pivoted within the rear portion of the slot 12, and is supported therein on a coiled or other suitable spring, 14, having bearing at its respective ends respectively upon the bottom of the slot 12 and against the under rear face of the latch 13, so as to normally hold the rear of said latch in raised position, and consequently project the front end of said latch downward.

As represented in the drawings, the position of each member of the coupling is the same on each car when viewed from the same direction—that is to say, when facing the end of either car supplied with my coupling device the coupling-hook 8 will appear on either the left or right hand, as the case may be, and the latch 13 will be on the opposite hand or side. Consequently, when two cars having my improvements thereon come together, the coupling-hook 8 of one car will be opposite the slot 12 and latch 13 on the opposing car. Therefore, upon the respective draw-heads coming together, the hooks 8 on the respective draw-heads will be automatically forced within the opposing recesses 12, and will push up the front ends of the opposite latches, 13, the springs 14 of which, when



the hook has passed in a sufficient distance, will then force the respective latches into engagement with said hooks, thereby automatically coupling the cars.

5 When it is desired to uncouple a car, all that is necessary is to grasp the arm 5 and exert a downward pressure thereon, which act will force down the vertical portion of the lever 4, whose lower end is connected with or  
10 rests upon the top rear face of the pivoted and spring-supported latch and cause the depression of the rear end of said latch and the consequent raising of its hooked front end, thereby releasing it from engagement with  
15 the hook 8, whereupon the cars will be free to move apart.

In order to adapt my draw-heads for use not only with other draw-heads of similar construction, but also with cars having the ordinary  
20 link-coupling, I provide the face of each draw-head between the hook 8 and slot 12 with a slot or recess, 15, to receive such link 16, and with a vertical slot or hole, 17, through which an ordinary coupling-pin may be passed, after  
25 the manner represented in Fig. 4 of the drawings.

The hooks 8 are removably held within the draw-heads by suitable vertical bolts, and said hooks may be removed from the draw-heads by  
30 simply withdrawing said bolts whenever it may be desired—as, for instance, when it is desired to use my draw-heads with link-couplings only, or when it is desired to renew a hook.

Having now described my invention, what I  
35 claim is—

1. The car-coupling herein described, comprising a pair of draw-heads, each having a

central or nearly central link-receiving recess and a vertical hole to receive a coupling-pin, a coupling-hook, and an open-faced longitudinally-slotted portion, a hook-engaging latch  
40 pivoted within said slot, a spring engaging the under rear face of said latch to normally project the same upward and depress the front end of said latch into engagement with the hook, a  
45 vertical rod or lever connected at its lower end to said latch, and having at its upper end a horizontal arm, which extends rearwardly a sufficient distance to permit of its being grasped  
50 from either of the adjacent coupled cars, and a plate secured to the roof of a car and extending rearwardly thereof, and having a guide-slot in its outer end to receive and guide the latch-operating rod or lever, substantially as  
and for the purposes set forth.

2. In a car-coupling, the combination of a  
55 pair of draw-heads, each having near one edge of its face a coupling hook and near its other edge a longitudinal slot, a latch rearwardly pivoted within said slot, a spring supporting  
60 the rear end of said latch, and a vertical latch-releasing rod or lever connected at its lower end with said latch, and having at its upper end a rearwardly-extending arm adapted, as explained, to be operated from either of a pair  
65 of adjacent cars, all substantially as and for the purposes set forth.

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

FRED. C. BAILEY.

Witnesses:

W. E. YOUNG,  
GEORGE FRITZ.