

(No Model.)

J. WRIGHT.
CAR COUPLING.

No. 394,147.

Patented Dec. 4, 1888.

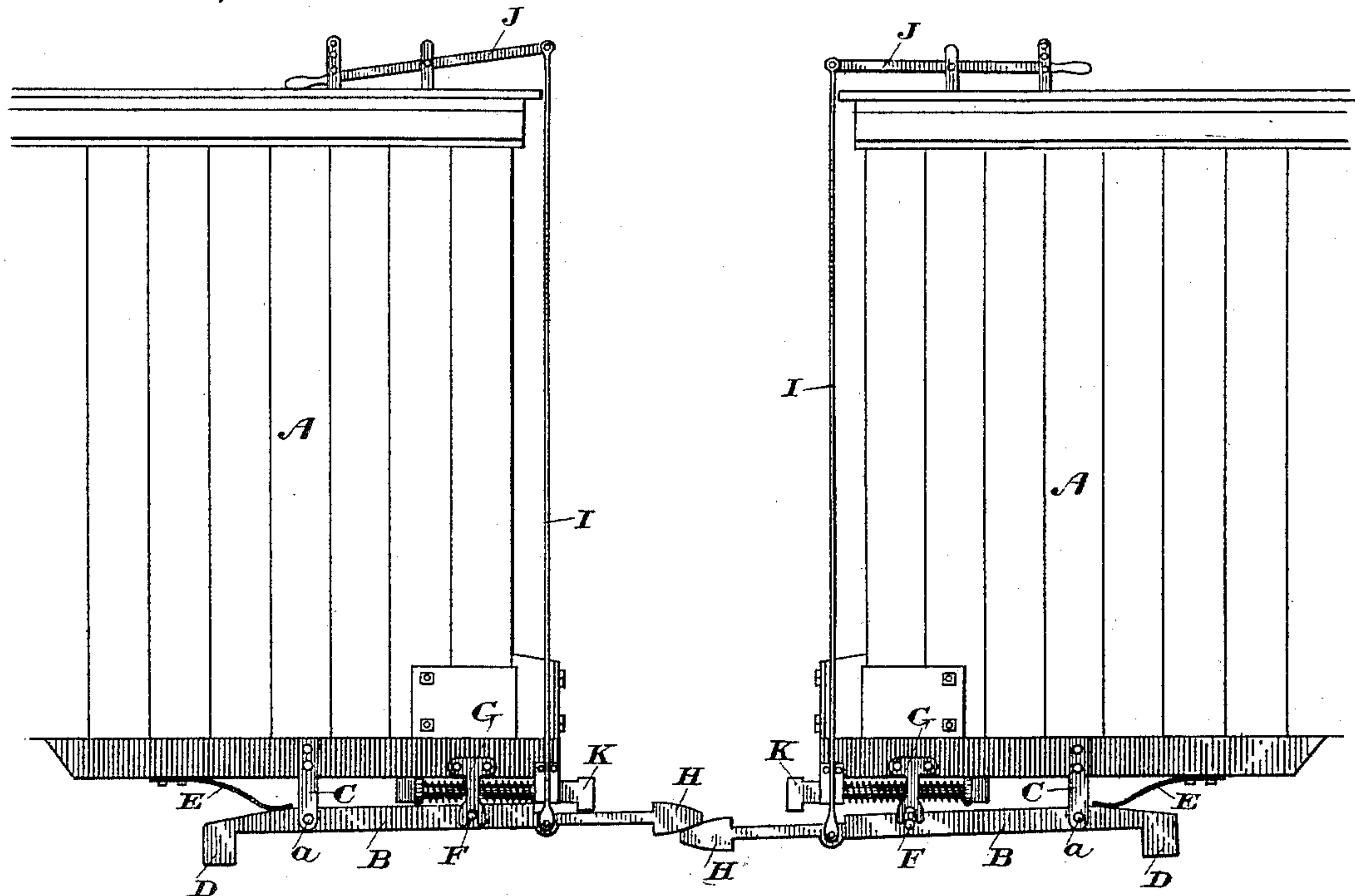


Fig. 1.

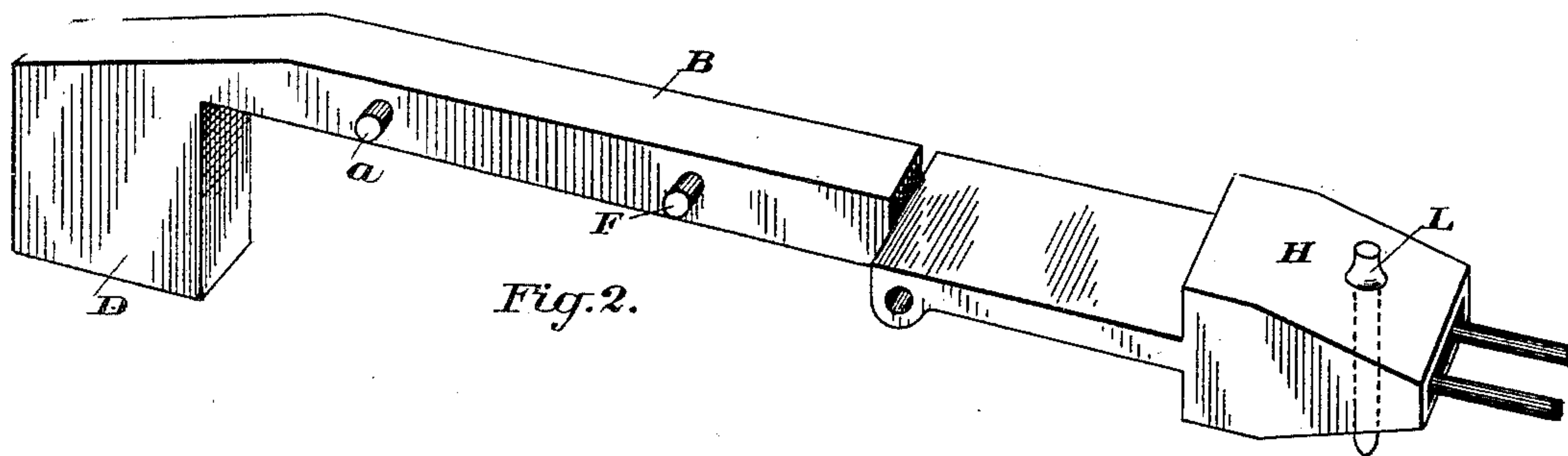


Fig. 2.

Witnesses.

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JOHN WRIGHT, OF TORONTO, ONTARIO, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 394,147, dated December 4, 1888.

Application filed February 27, 1888. Serial No. 265,403. (No model.)

To all whom it may concern:

Be it known that I, JOHN WRIGHT, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, mechanic, have
5 invented a certain new and Improved Automatic Car-Coupler, of which the following is a specification.

The object of the invention is to design a simple automatic car-coupler, which may not
10 only be coupled and uncoupled without the party operating it entering between the cars, but will also uncouple should a car accidentally leave the track; and it consists, essentially, of a bar pivoted below the body of the
15 car and so operated by a weight and spring that its normal position shall be horizontal, but may be tilted vertically, so that the arrow-head formed on the end of one bar will pass below the arrow-head formed on the end of a
20 similar bar pivoted on the next car, the whole being constructed and operated substantially as hereinafter more particularly explained.

Figure 1 is a side view of the ends of two cars provided with my improved coupling.
25 Fig. 2 is an enlarged detail of the coupling-bar.

On the bottom of each car A it will be noticed that I pivot a bar, B, at *a*, on the bracket C, suspended from the bottom beam of the car.
30 The inner end of the bar B has a weight, D, formed on its end, and a spring, E, located, as shown, behind the pivot *a*, so that the action of this weight and spring will hold the bar B in a horizontal position, the pin F in the bar
35 B fitting into a notch formed in the bracket G. An arrow-shaped head, H, is formed on the outside end of the bar B, and the lower end of a rod, I, is connected to the bar B, while the upper end of the said rod is connected
40 to the lever J, pivoted on top of the car A. A spring-buffer, K, is located, as indicated, on the bottom of the car, for the purpose of receiving the end of the bar B when the two heads pass each other to couple. When it is
45 desired to couple the car, one bar B is pressed down, so that its head will pass below the

head of the horizontal bar, as indicated in Fig. 1. When the heads have passed each other, the action of the weight D and the spring E will press the said bar back toward
50 a horizontal position and thereby lock the two bars together.

Either the spring E or the weight D might be used separately; but I think the two together will work more satisfactorily. 55

It will be noticed that the bars not only couple automatically, but that the form of connection is such that one car, should it leave the track, will uncouple from the train without disturbing any other car. 60

In order to enable a car provided with my improved coupling to be connected with a car provided with the ordinary link, I form a recess in the end of the bar B, into which the link may be inserted, as indicated in Fig. 2, 65 and use an ordinary coupling-pin, L.

What I claim as my invention is—

1. As an improved car-coupler, the bar B, weighted at one end, pivoted on the bottom of the car and having an arrow-shaped head, H, formed on its end, a bracket, C, to receive
70 the pin *a*, on which the bar B is pivoted, in combination with the spring E, attached at one end to the bottom of the car and bearing on the weighted end of said bar, pin F, and
75 bracket G, arranged substantially as and for the purpose specified.

2. As an improved car-coupler, the bar B, having an arrow-shaped head, H, formed on its end, a bracket, C, to receive the pin *a*, on
80 which the bar B is pivoted, in combination with the spring E, pin F on the bar B, bracket G, secured to the bottom of the car and formed with a notch to engage said pin F, the rod I, and lever J, arranged substantially as and for
85 the purpose specified.

Toronto, February 11, 1888.

JOHN WRIGHT.

In presence of—

CHARLES C. BALDWIN,
JOHN WARWICK.