(No Model.)

D. D. SHAW.

CAR COUPLING.

No. 418,238. Patented Dec. 31, 1889.

Fig. 1.

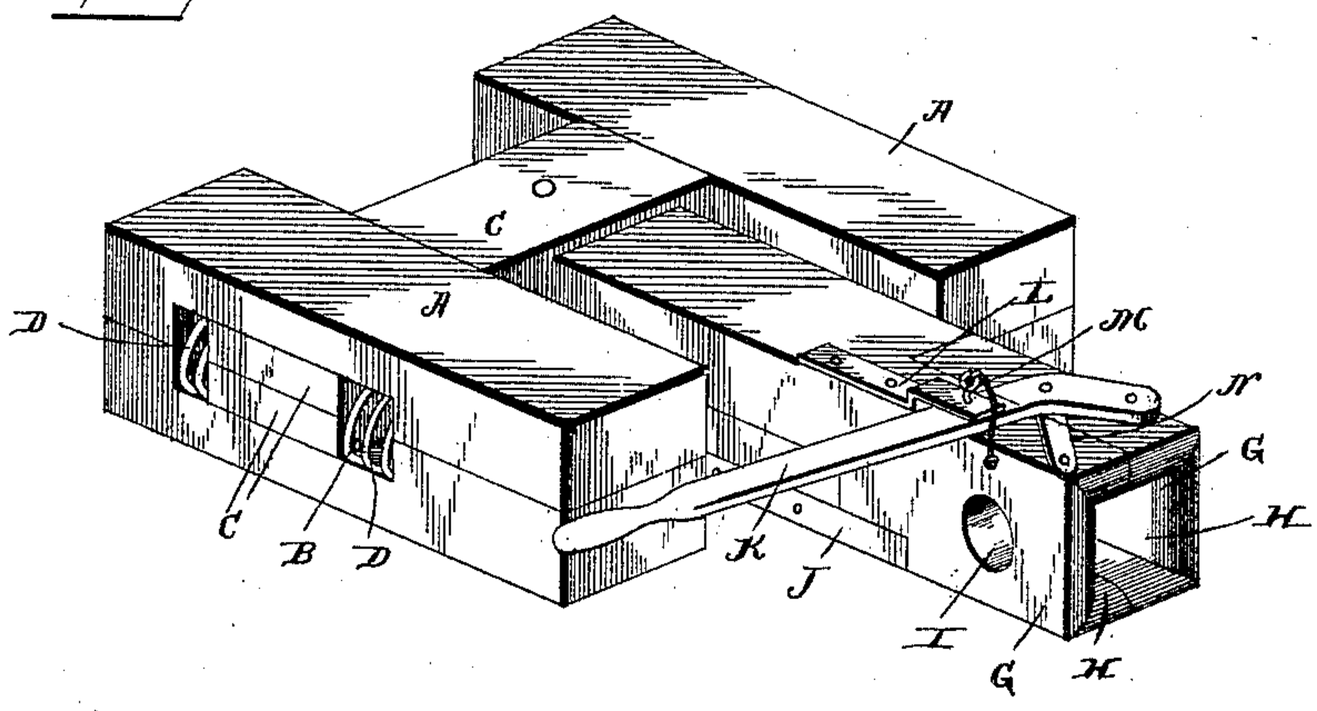


Fig. 2.

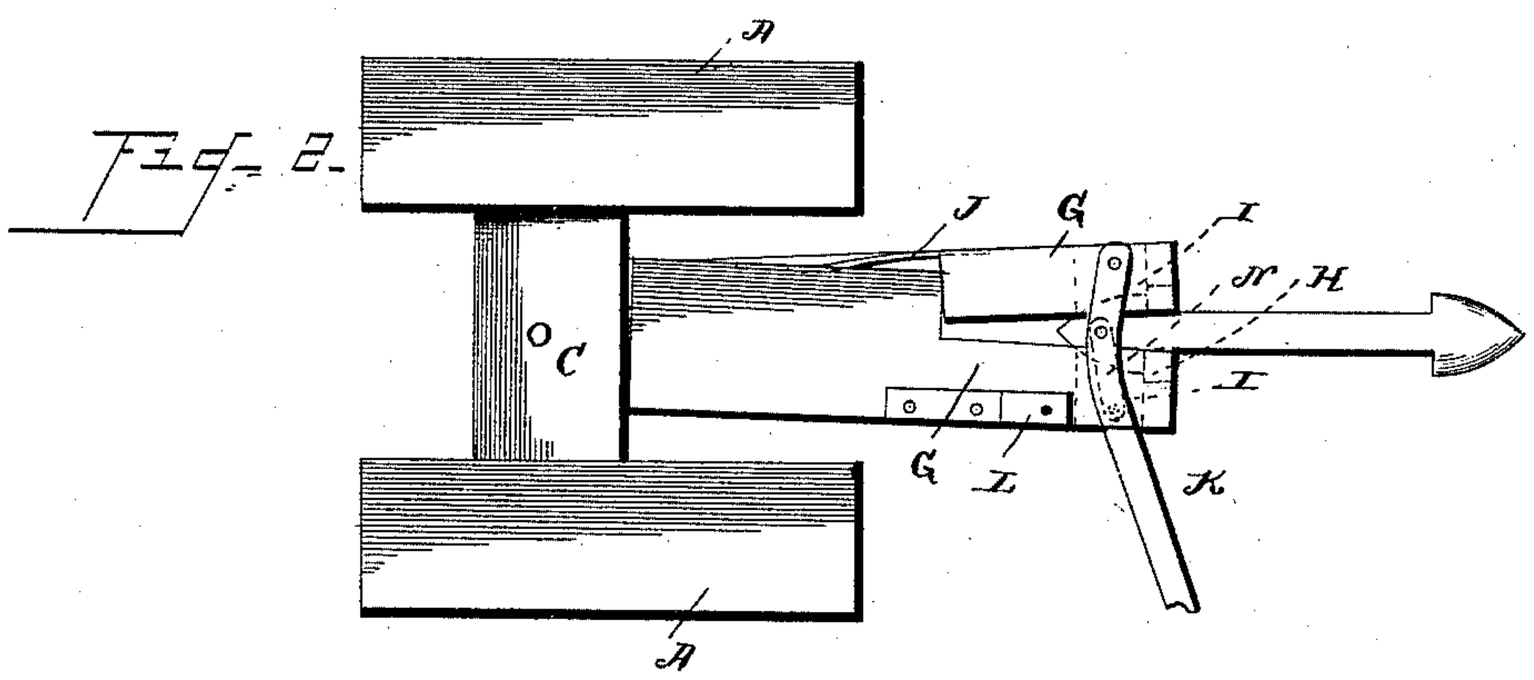
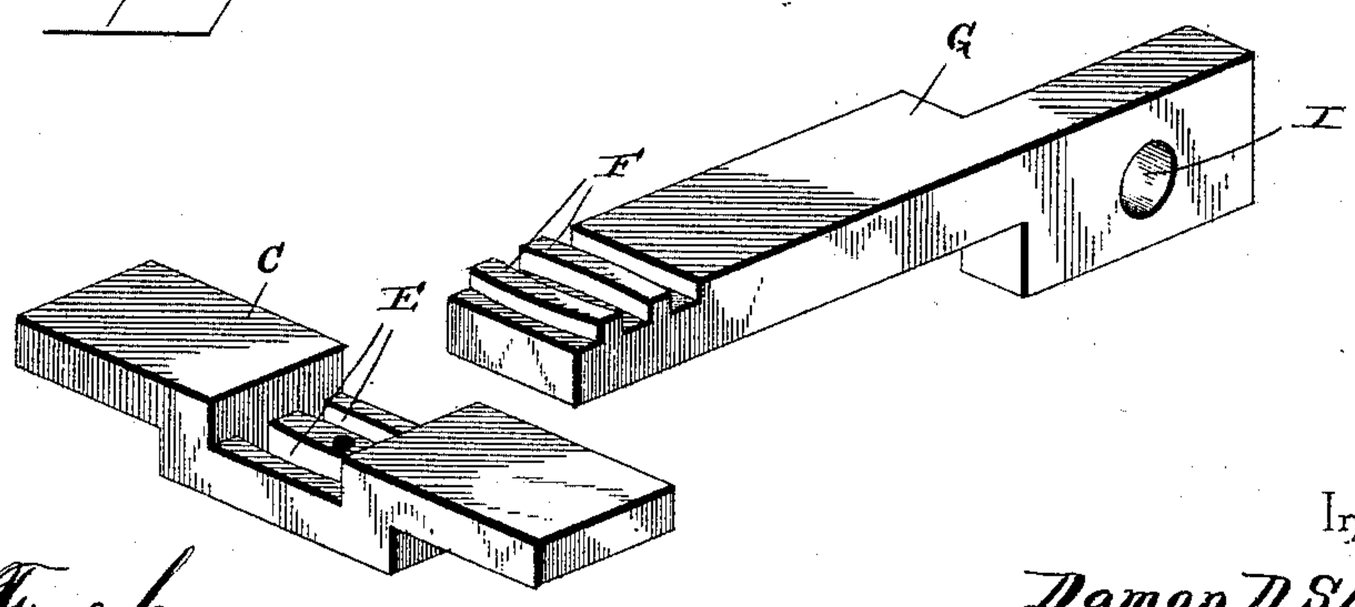


Fig. 3.



Witnesses

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DAMON D. SHAW, OF BIG BEND, KANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 418,238, dated December 31, 1889.

Application filed October 4, 1889. Serial No. 325,978. (No model.)

To all whom it may concern:

Be it known that I, DAMON D. SHAW, a citizen of the United States, residing at Big Bend, in the county of Phillips and State of Kansas, have invented a new and useful Car-Coupling, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features, hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my improved car-coupling. Fig. 2 is a plan view of the same, showing it arranged to permit the uncoupling of the cars. Fig. 3 is a detail perspective view showing the inner end of one member of the draw-head and the support therefor.

In carrying out my invention I employ the beams A A, which are secured to the bottom of the car at the end of the same, and are provided with horizontal longitudinal slots B B, in which the ends of the supports C C are inserted. Between the ends of the slots B and the front and rear sides of the supports C, I arrange the springs D D, the said springs allowing the supports C to yield to the blow put thereon when the cars come together in the operation of coupling. The supports C C are provided in their inner sides with the curved grooves E E, and these grooves are engaged by curved ribs F F on the members of the draw-head, so that the said members will be held in their proper places at all times. The draw-head is composed of two members G G, which are pivoted to the supports C C, the pivot-pin passing downward between the ribs F and the grooves E, before referred to. The front ends of the members of the draw-head are provided in their inner sides with the longitudinal grooves H H, which fit around the coupling-link, and the members are further provided with the transverse openings I, which engage the arrow-heads of the coupling-link and prevent withdrawal of the same, thereby coupling the parts together. The members of the draw-head are normally pressed together by the springs J, secured to one member and bearing on the front end of the other member. On the upper side of one member I pivot an operating-lever K, which passes under a plate L on the other member, and is adapted to be locked thereto by a pin M. The lever is further connected with the opposite member of the draw-head by a link N, as clearly shown.

The construction and arrangement of the parts being thus made known, the operation of the device will be readily understood. When it is desired to couple the two cars together, the coupling-link is secured in one draw-head by hand, and the two cars then brought together. The link will thus be guided into the opposing draw-head, and the head of the same will be engaged by the shoulders of the draw-head, thereby coupling the cars together. As the link enters the draw-head, its arrow-head will push the members of the draw-head apart and clear the shoulders, after which the springs throw the members of the draw-head together. The locking-pin is then inserted in place to secure the lever. When it is desired to uncouple the cars, the locking-pin is removed and the lever is then swung forward, so as to separate the members of the draw-head and permit the removal of the link. The draw-head may be arranged on passenger-cars so that the lever will be vertical instead of horizontal, and the members of the draw-head are provided in their opposing sides with recesses, which, when together, will support an ordinary coupling-pin, so that the ordinary pin-and-link coupling may be used.

From the foregoing description it will be seen that I have provided a car-coupling which is very simple in its construction, and which will automatically couple the cars. The device can move freely on its connection with the cars, so as to easily pass around curves, and the advantages of the device are thought to be obvious.

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

1. The combination of the supports C C, having the curved grooves E, and the draw-head members having the curved ribs F, engaging said grooves, as set forth.

2. The combination of the members of the draw-head pivoted together, the plate L on one of the members, the lever fulcrumed on one member connected to the other member and passing under the plate L, and the pin inserted through the plate L and the lever, as set forth.

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

DAMON D. SHAW.

Witnesses:

J. T. McCLOUD,

M. E. SULLIVAN.