(No Model.)

J. E. M. YATES.

CAR COUPLING.

No. 461,065. Patented Oct. 13, 1891.

Fig. 1.

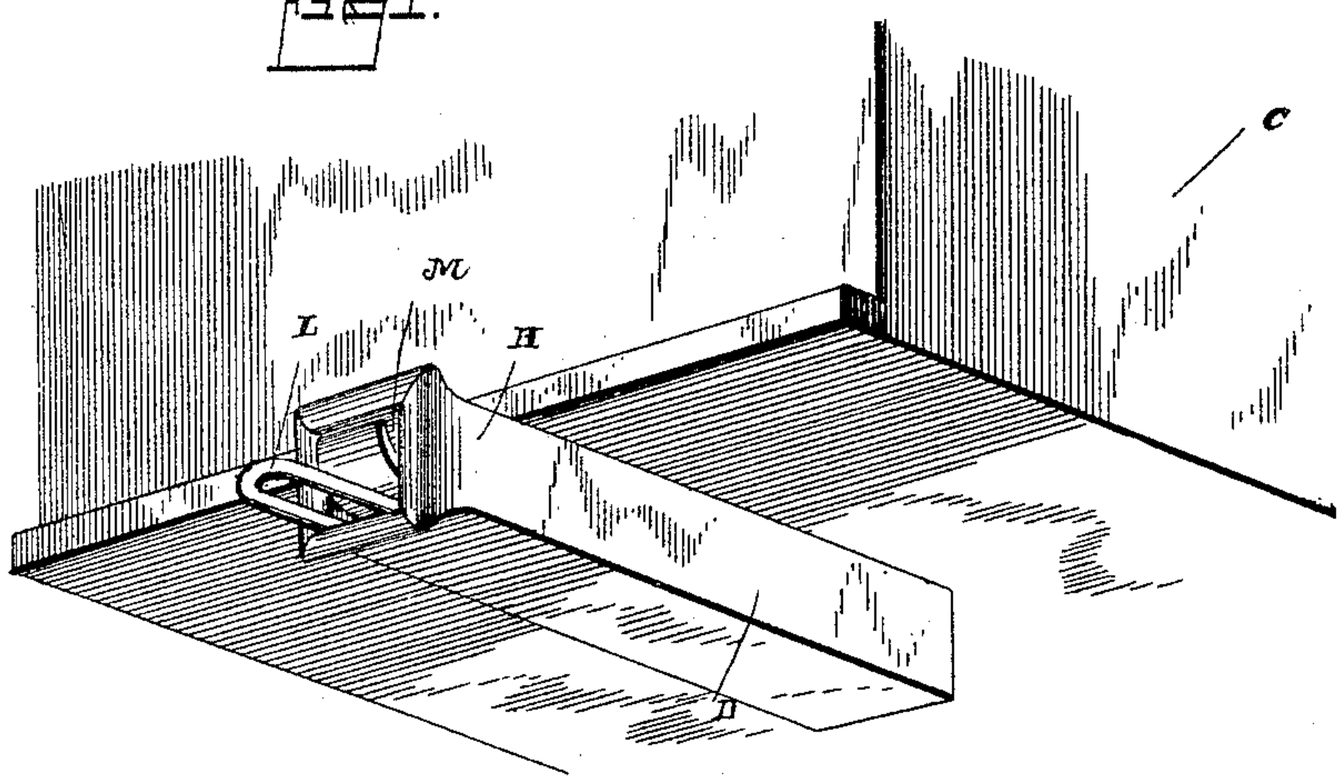


Fig. 2.

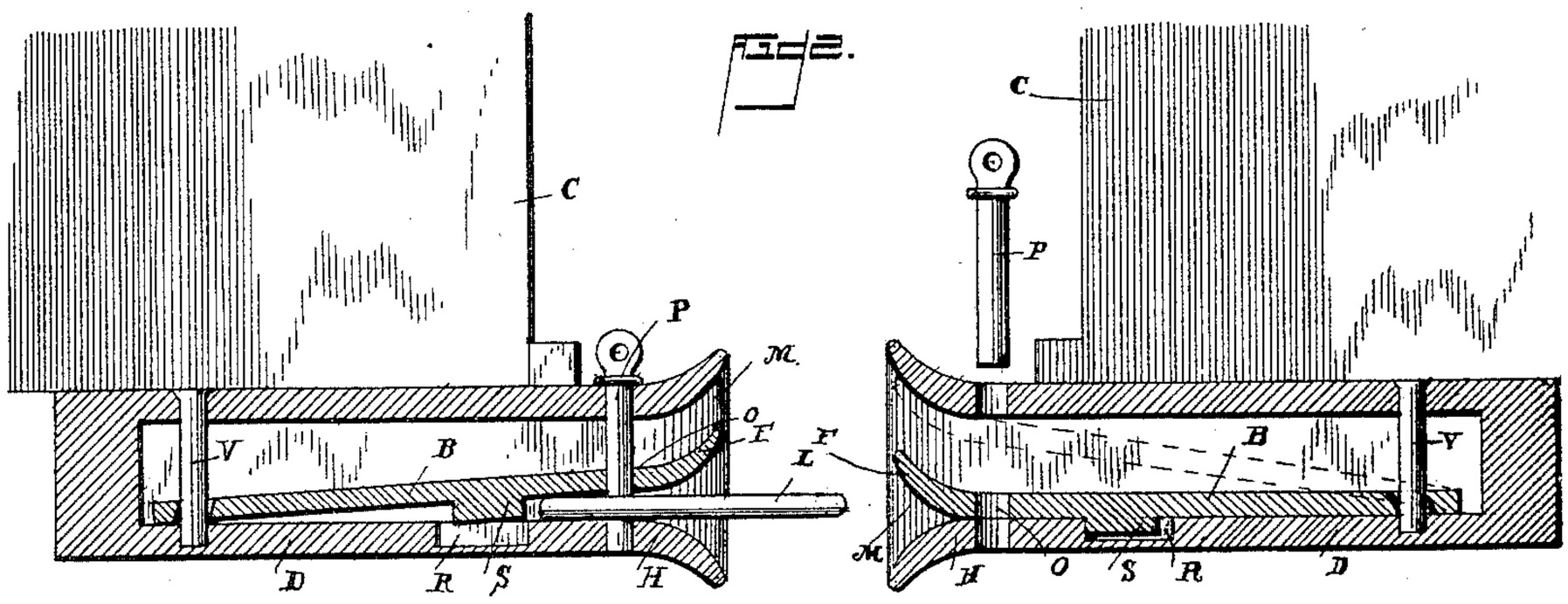
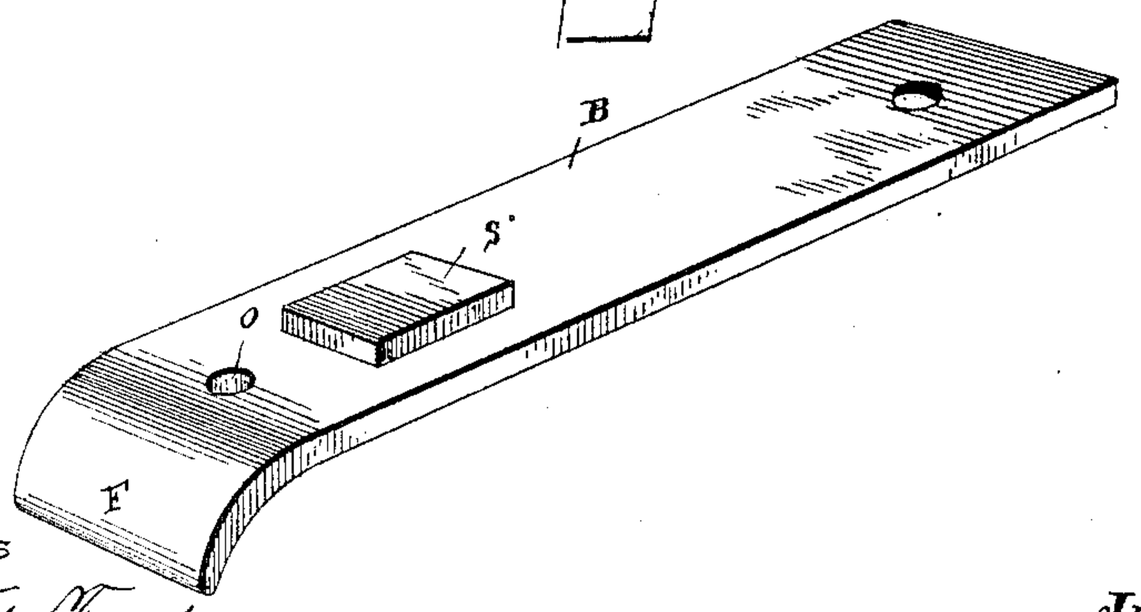


Fig. 3.



Witnesses
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N. J. Bellamet.

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By his Attorneys,
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UNITED STATES PATENT OFFICE.

JUNIUS E. M. YATES, OF GRAPE VINE, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 461,065, dated October 13, 1891.

Application filed July 2, 1891. Serial No. 398,295. (No model.)

To all whom it may concern:

Be it known that I, JUNIUS E. M. YATES, a citizen of the United States, residing at Grape Vine, in the county of Tarrant and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings, and more especially to that class thereof known as "link-lifters;" and the object of the same is to effect certain improvements in devices of this character.

To this end the invention consists in the specific details of construction hereinafter more fully described and claimed, and as illustrated in the sheet of drawings, wherein—

Figure 1 is a perspective view of the end of a freight-car with my improved coupling attached, looking partially from the under side. Fig. 2 is an enlarged central vertical longitudinal section of two draw-heads embodying my invention, a link being supported in one and about to enter the other. Fig. 3 is an enlarged perspective detail of the link-lifter shown inverted.

Referring to the said drawings, the letter C designates a car, beneath which is secured a draw-bar D, having a draw-head H with a flaring mouth M. L is the usual link, and P is the coupling-pin. All these parts are of the ordinary and well-known construction, with, perhaps, some slight changes in dimensions to accommodate the devices described below, and which thus become an attachment capable of application to almost any of the ordinary pin-and-link couplings now in general use.

The letter B designates a bar, preferably flat and of considerable weight, and this bar is of sufficient width to stand within the draw-head, but sufficiently thin so that it may rise and fall therein, and the rear end of this bar is flexibly secured in any approved manner to the rear end of the draw-head, as by a vertical pin V passing through the draw-head and loosely through a hole in the bar. The latter has its front end F turned up, so that when raised, as shown in dotted lines in Fig. 2, this end stands in contact with the upper side of the flaring mouth M of the draw-head and the face of this upturned end is beveled, as shown. The body of the bar B has an opening O, through which the coupling-pin P passes in connecting the link with the draw-head. In rear of such opening the bar is provided with a stop or stud S, adapted to enter a recess R in the bottom of the draw-head when the bar lies thereon.

In operation, when the link is driven into the draw-head it passes beneath the front end of the bar and raises the latter, so that the stop S is lifted out of the recess R into the same horizontal plane as the link whose rearward movement is checked thereby. The pin P passes vertically through the draw-head, the opening O, and the link. When it is desired to uncouple the cars, the operation is reversed. The weight of the bar B and its front end F is sufficient to hold the link horizontal, as seen in Fig. 2, and it will be thus guided into the draw-head of an approaching car.

The chief advantages of this improved car-coupling are that it is adaptable to the draw-heads of car-couplings now in use and that there need not be two similar couplings of this character in order to permit the device to operate successfully, because the construction of the other draw-head is immaterial to that of the one described so long as the ordinary link is used. I do not confine myself to the size and shape of parts shown, as considerable change may be made therein without departing from the spirit of my invention.

What is claimed as new is—

1. The herein-described car-coupling, the same comprising a draw-head having a flaring mouth and a vertical pin-opening in rear thereof, a heavy bar standing within said draw-head and having vertical play therein, the front end of said bar being upturned and the body thereof having an opening registering with the pin-opening, a stop on the lower side of the bar in rear of said opening, a link, and a coupling-pin, as set forth.

2. The herein-described car-coupling, the same comprising a draw-head having a flaring mouth and a vertical pin-opening in rear thereof, a heavy flat bar flexibly secured at its rear end within said draw-head and having its front end flattened and turned up at the same angle as the upper side of said mouth,

said bar having vertical play within the drawhead and being provided with an opening registering with the pin-opening, a stud depending from said bar in rear of such opening and engaging a recess in the bottom of the drawhead, a link, and a coupling-pin, as hereinbefore set forth.

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

JUNIUS E. M. YATES.

Witnesses.

JNO. G. DAVIS,

J. L. MOREHEAD.