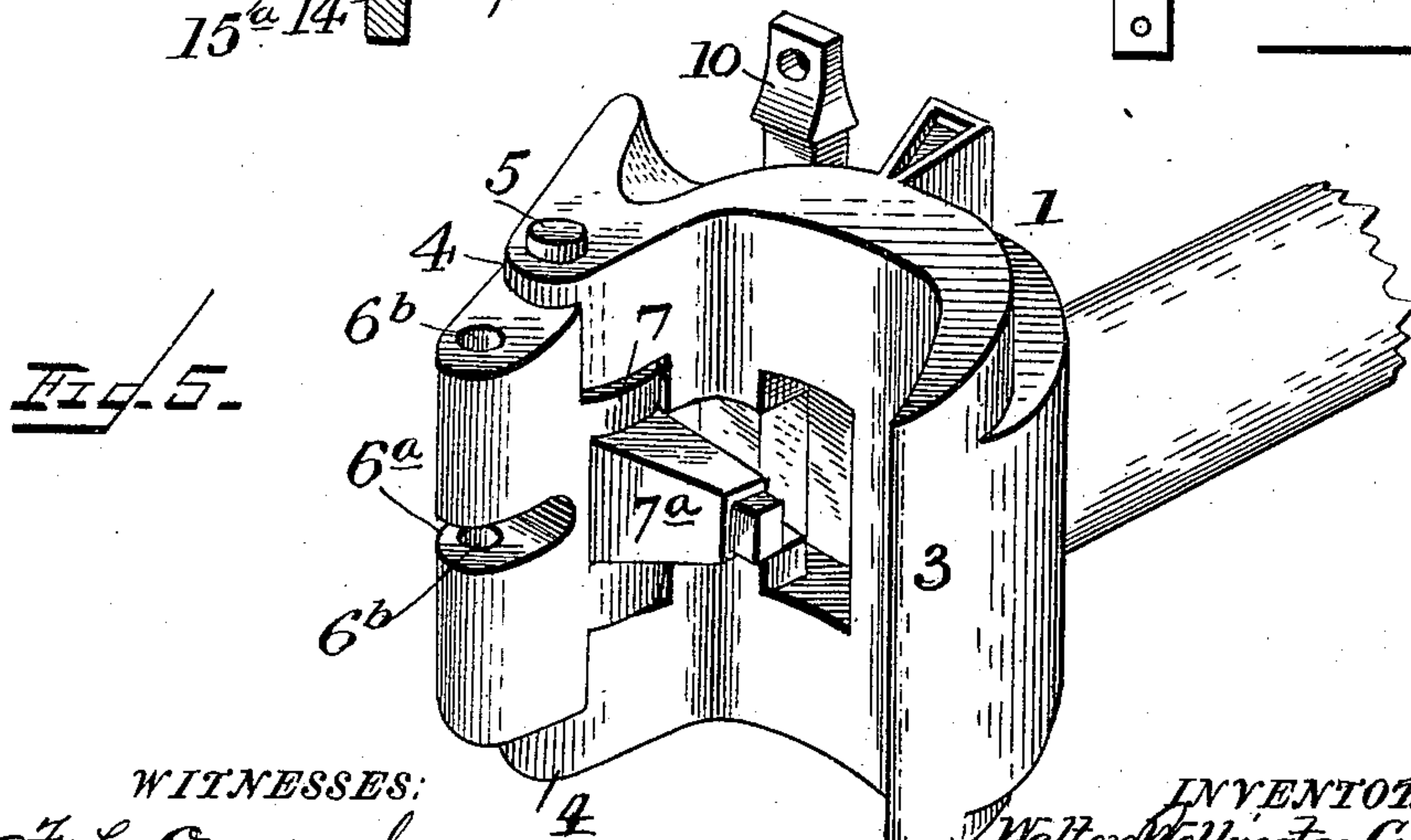
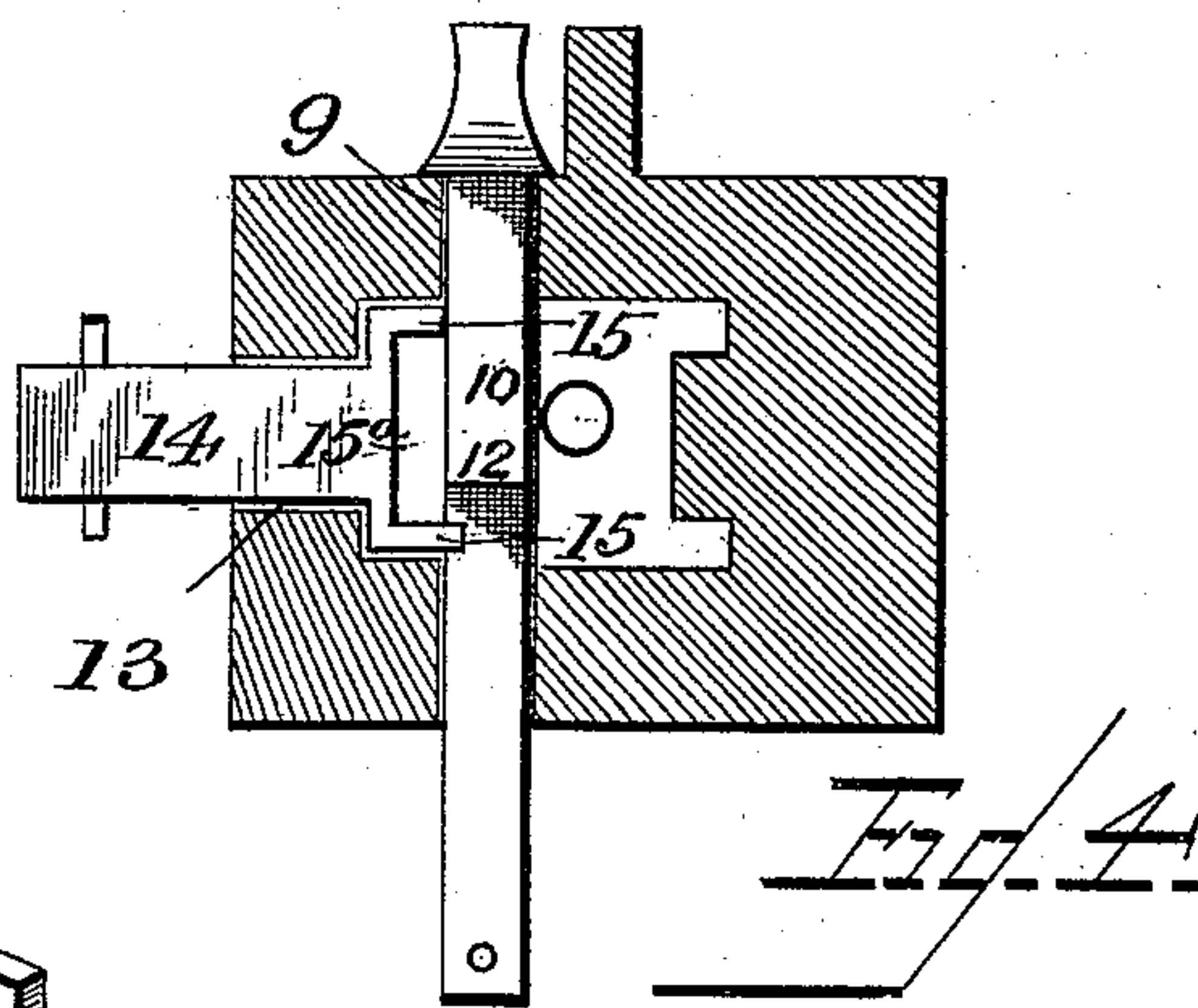
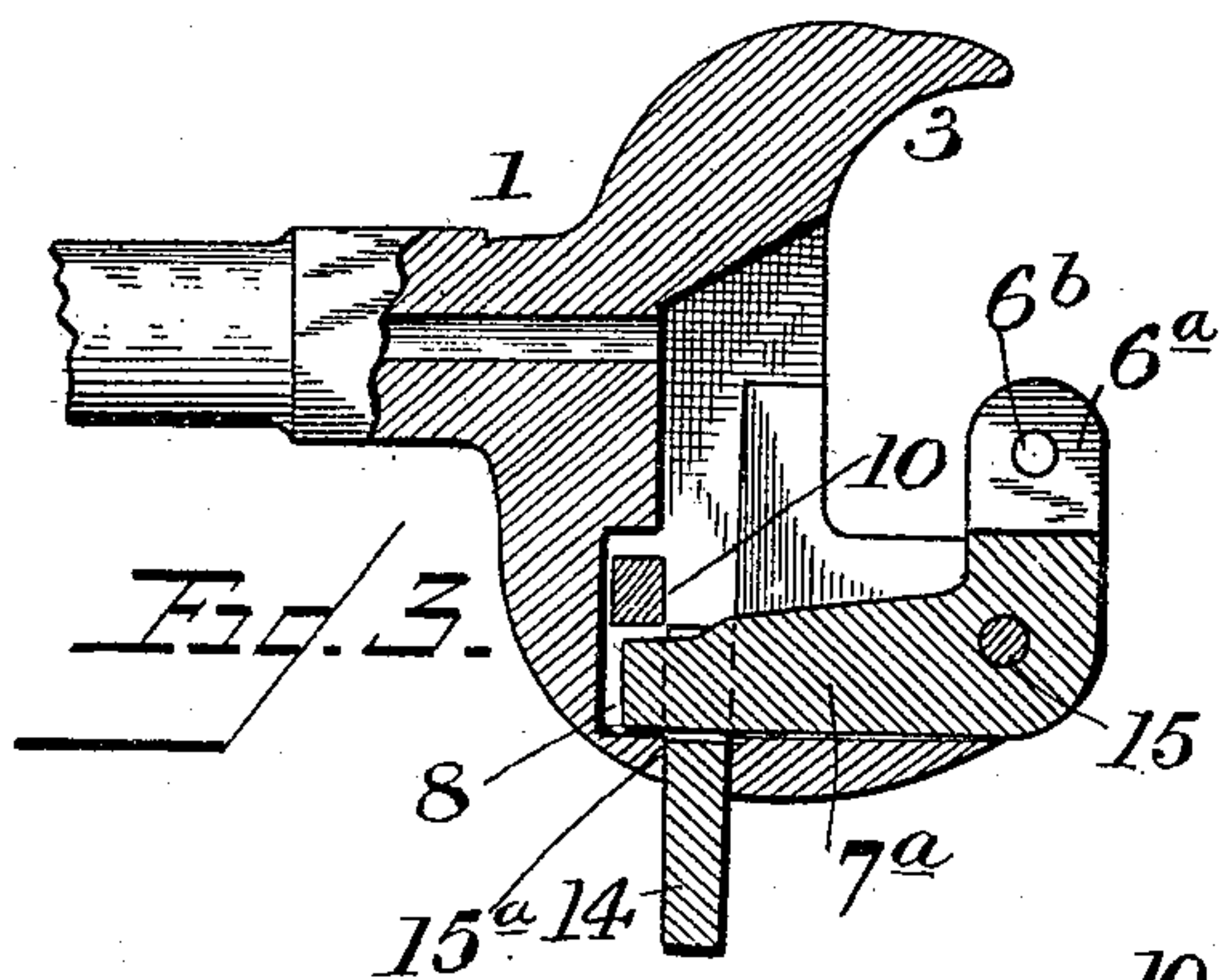
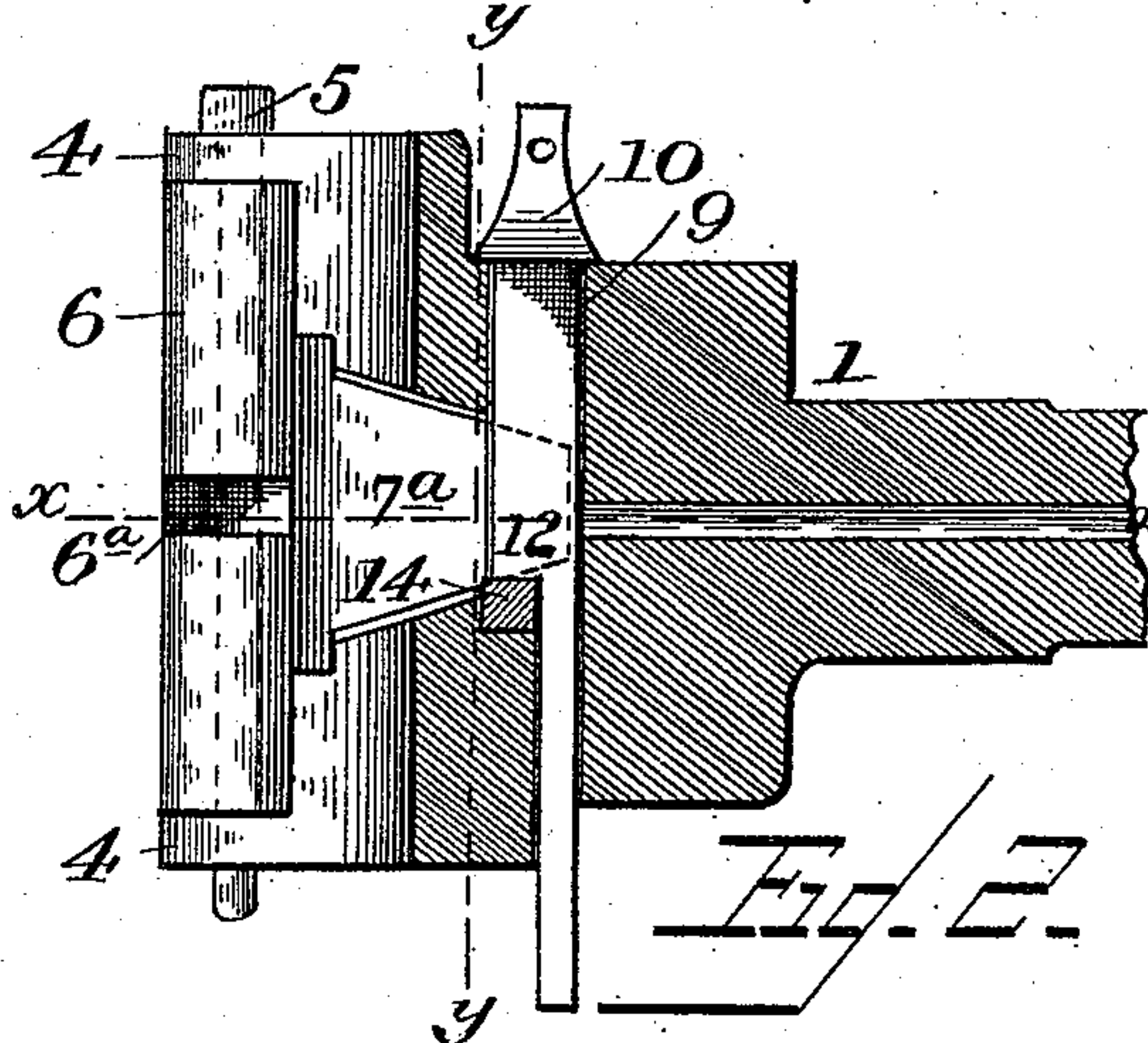
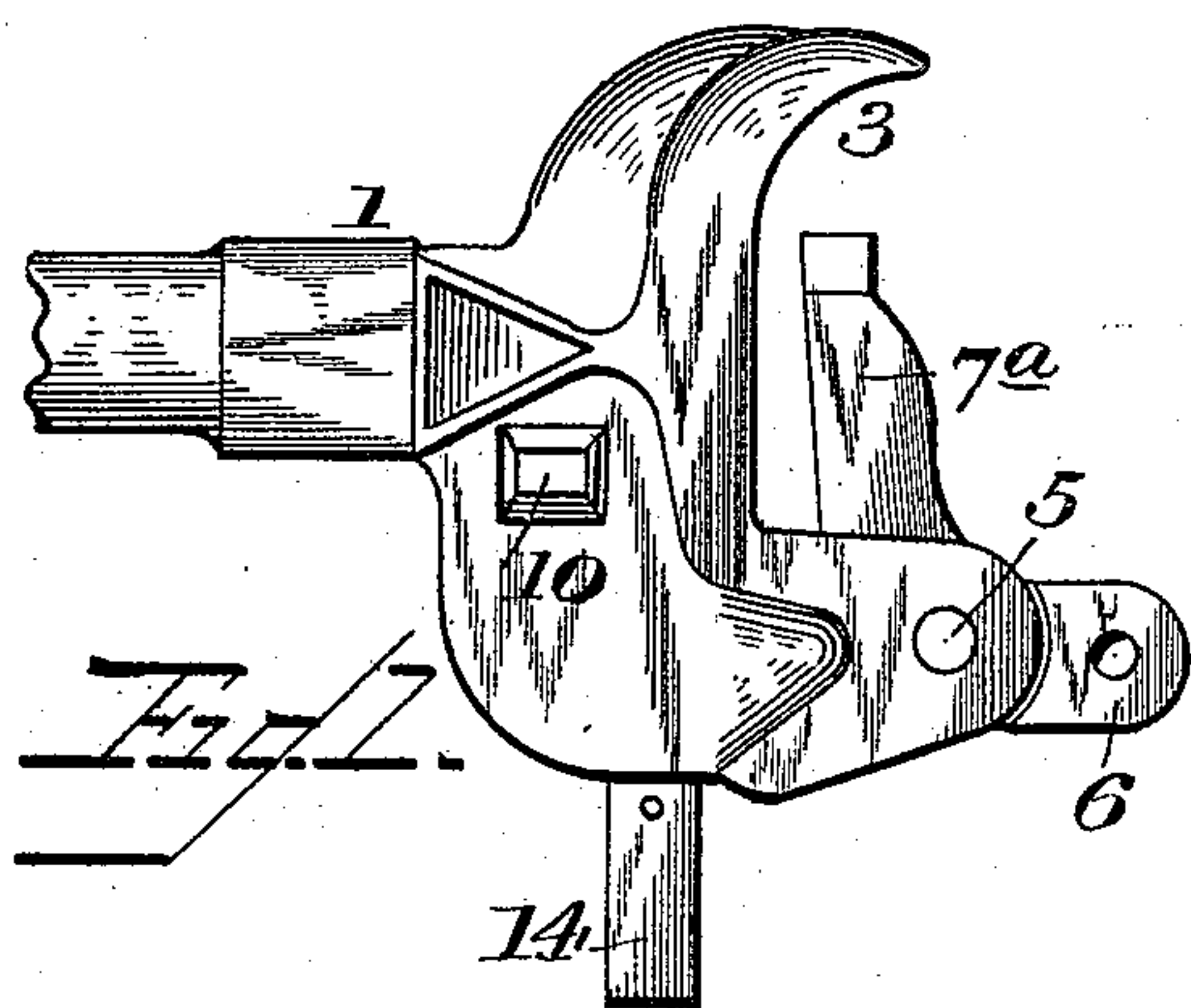


(No Model.)

W. W. CULBREATH.
CAR COUPLING.

No. 493,072.

Patented Mar. 7, 1893.



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UNITED STATES PATENT OFFICE.

WALTER WELLINGTON CULBREATH, OF SELLERS, ASSIGNOR OF ONE-HALF
TO CHARLES S. McCALL, OF BENNETTSVILLE, SOUTH CAROLINA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 493,072, dated March 7, 1893.

Application filed January 9, 1893. Serial No. 457,784. (No model.)

To all whom it may concern:

Be it known that I, WALTER WELLINGTON CULBREATH, a citizen of the United States, and a resident of Sellers, in the county of Marion and State of South Carolina, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in car-couplers of that class known as twin-jaw car-couplers, in which the cars are automatically coupled by coming together, thus obviating the necessity of the brakeman going between the platforms.

The object of the invention is to provide a novel car-coupler of the above character, which shall possess superior advantages with respect to efficiency in operation, and simplicity in construction.

The invention consists in the novel construction and combination of parts, hereinafter fully described and claimed.

In the accompanying drawings: Figure 1 is a plan view of a car-coupler constructed in accordance with my invention. Fig. 2 is a central longitudinal section of the same. Fig. 3 is a horizontal section on the line x, x , Fig. 2. Fig. 4 is a cross-section on the line $y-y$, Fig. 2. Fig. 5 is a perspective view of one of the draw-heads detached; showing the coupling-jaw unlocked, and ready for coupling.

In the said drawings, the reference numeral 1 designates a draw-bar, which may be of any ordinary construction, and is to be secured to a car in any suitable manner.

The numeral 2 designates the draw-head having a rigid curved jaw 3, against which the pivoted coupling-jaw of an approaching car strikes, when the cars are coupled. This draw-head is also formed with lugs 4, having apertures therein to receive the pivot-pin 5, by which the movable coupling-jaw, 6, is connected therewith. This coupling jaw is provided with a lug 7, having an aperture registering with the apertures in the lugs 4, and is

formed with a slot 6^a in the outer edge, and apertures 6^b for coupling with an ordinary link and pin, when desired. It is also formed with an inwardly extending tail-piece, 7^a, which is adapted to engage with a recess 8 in said draw-head. The draw-head is also provided with a recess 9, to receive a vertically movable latch or pin 10, cut-away or recessed from about its center, to its lower end, forming a shoulder 12. At a right angle to, and communicating with said recess 9, is a recess or aperture 13, in which is located a horizontally movable slide 14, having pins or lugs 15, in its inner end, forming a recess 15^a, with which the end of the tail-piece 7 engages.

The operation is as follows: The coupling devices are secured to the cars as usual, and when uncoupled, the pin 10 is elevated until the shoulder 12 registers or is flush with the top of the recess or aperture 13 and the slide 14, which is pushed inward, so that its upper lug or pin 15 will engage under said shoulder and hold the pin 10 elevated. The device is now ready to be coupled to an approaching car, the movable jaw of which has been similarly unlocked. As the cars come together, the movable jaw will be guided into the draw-heads by the rigid jaws, so that the end of one movable jaw will strike the tail-piece of the other jaw, causing said jaws to be turned on their pivots, so as to interlock with each other. At the same time the tail-pieces will engage with the recesses in the inner ends of the slides 14, moving them outwardly, until they are disengaged from the shoulders 12 of the latches 10. The latter will now fall by gravity in front of the tail-pieces preventing any return movement thereof and securely locking the coupling-jaws together.

To uncouple the jaws, one of the latches is elevated by a chain-lever or other device, which will unlock the tail-piece engaging therewith, and its movable jaw, so that the latter may turn on its pivot to uncouple the cars. The slide is then pushed in so that the latch will be retained in its elevated position, so that the parts will be in position to be again coupled.

Having thus described my invention, what I claim is—

In a twin-jaw car-coupler, the combination with the recessed draw-head formed with a rigid jaw, and the pivoted jaw provided with an inwardly extending tail-piece, of the horizontally movable slide, and the vertically movable gravity-latch, cut-away at its lower end, all being constructed and operated, substantially as described.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature 10
in presence of two witnesses.

WALTER WELLINGTON CULBREATH.

Witnesses:

BENNETT S. JONES,
AUGUST PETERSON.