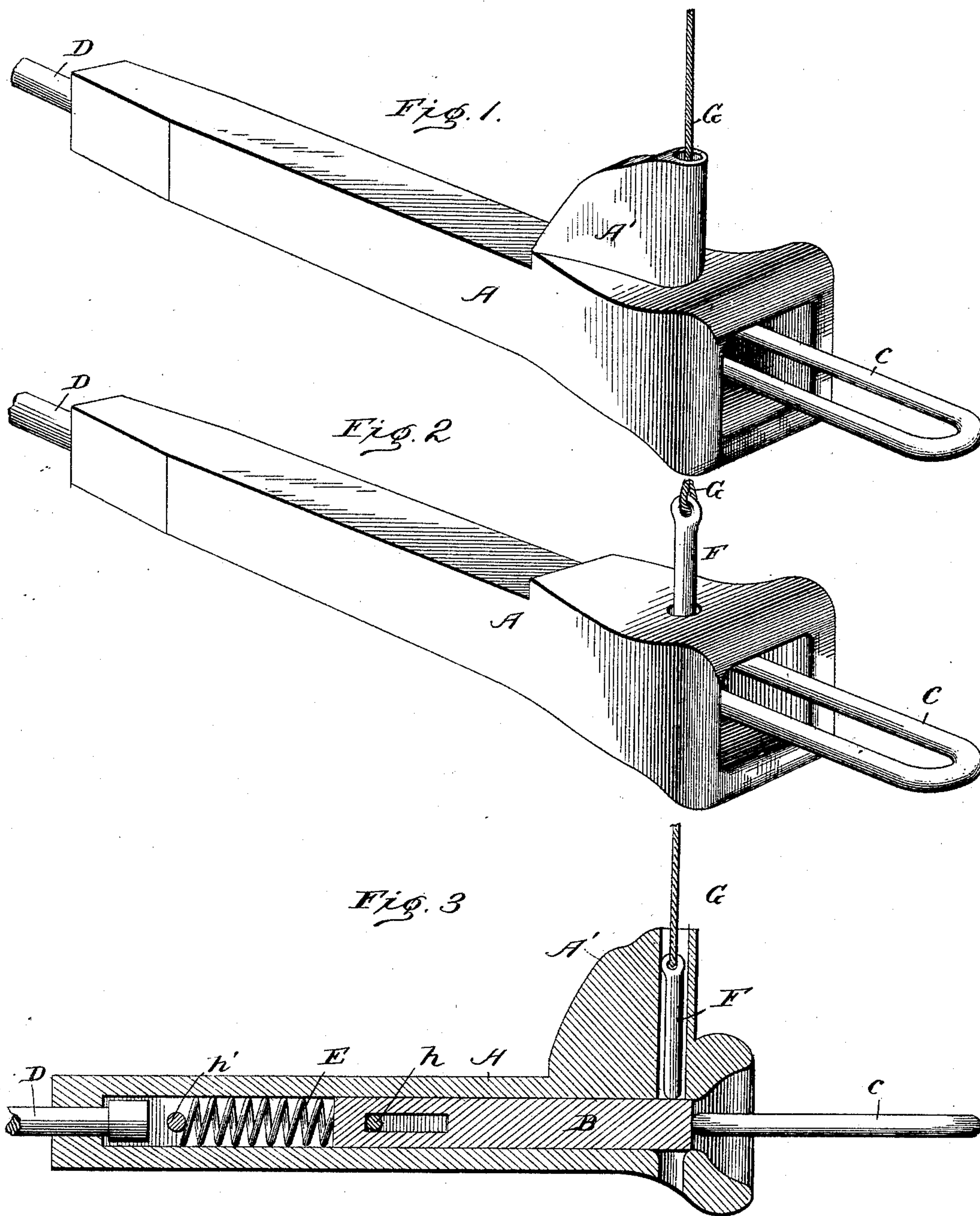


(No Model.)

H. TATUM.
CAR COUPLING.

No. 497,837.

Patented May 23, 1893.



WITNESSES:
Frank H. Thatcher,
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UNITED STATES PATENT OFFICE.

HAMLING TATUM, OF TROY, ALABAMA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 497,837, dated May 23, 1893.

Application filed March 13, 1893. Serial No. 465,793. (No model.)

To all whom it may concern:

Be it known that I, HAMLING TATUM, a citizen of the United States of America, residing at Troy, in the county of Pike and State of Alabama, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to car couplers, and it consists of the several novel features illustrated in the accompanying drawings, described in the specification, and more fully pointed out in the claim.

In the drawings, Figure 1, is a perspective view of my improved draw-head with link inserted, and showing pin guide. Fig. 2, is a similar view without the pin guide. Fig. 3, is a longitudinal section of the draw-head, exhibiting the buffer bar and spring, and the connecting bar and pin guide.

Referring to the several parts by letters of reference: A, indicates a draw-head, having a pin guide A', formed integral therewith; the draw-head has a flaring mouth and a rectangular opening extending approximately its entire length, the rear end being closed and provided with a circular opening; into this opening there is inserted from the inside a bar D, for connecting the draw-head to the truck or car; the bar D, is provided with an enlargement or head that prevents it from passing through the circular opening and thereby secures it to the draw-head. Immediately in front of this bar there is inserted a pin *h'*, against which rests the rear end of the buffer spring E, the front end of which rests against a bar B, which is provided with a slot into which is inserted a pin *h*, that limits the movement of the bar B, in either direction. Upon the draw-head and to the front, is formed an extension which has a vertical

opening and serves as a pin guide; when the cars are uncoupled the bar B, is advanced by the spring E, as far as the pin *h*, in the slot will permit, closing the vertical opening in which the pin works; when in this position the pin is allowed to rest upon the bar as indicated in Fig. 3; when the cars are to be coupled however, the link in the opposite draw-head will strike the bar B, and force it in against the spring E, when the pin F, will drop through the open link C.

The pin may be operated by means of a rod G, or other appropriate means. The form of draw-head shown in Fig. 2, has no link guide and is intended for passenger coaches.

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

In a car-coupler the combination of the draw-head A, having a flaring mouth and a rectangular opening extending from the mouth to a circular opening in the rear end, a bar having a head resting in the rectangular opening and a shank to fit the circular opening, and adapted to move freely therein, a rectangular bar adapted to fit the rectangular opening and to move longitudinal in the same, said bar being provided with a slot, and the draw-head with a pin extending through said slot, a pin to the rear of said bar, and a buffer spring between said last mentioned pin and the end of rectangular bar, all arranged in the manner described and for the purpose specified.

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

HAMLING TATUM.

Witnesses:

JNO. H. WILKERSON,
M. N. CARLISLE.