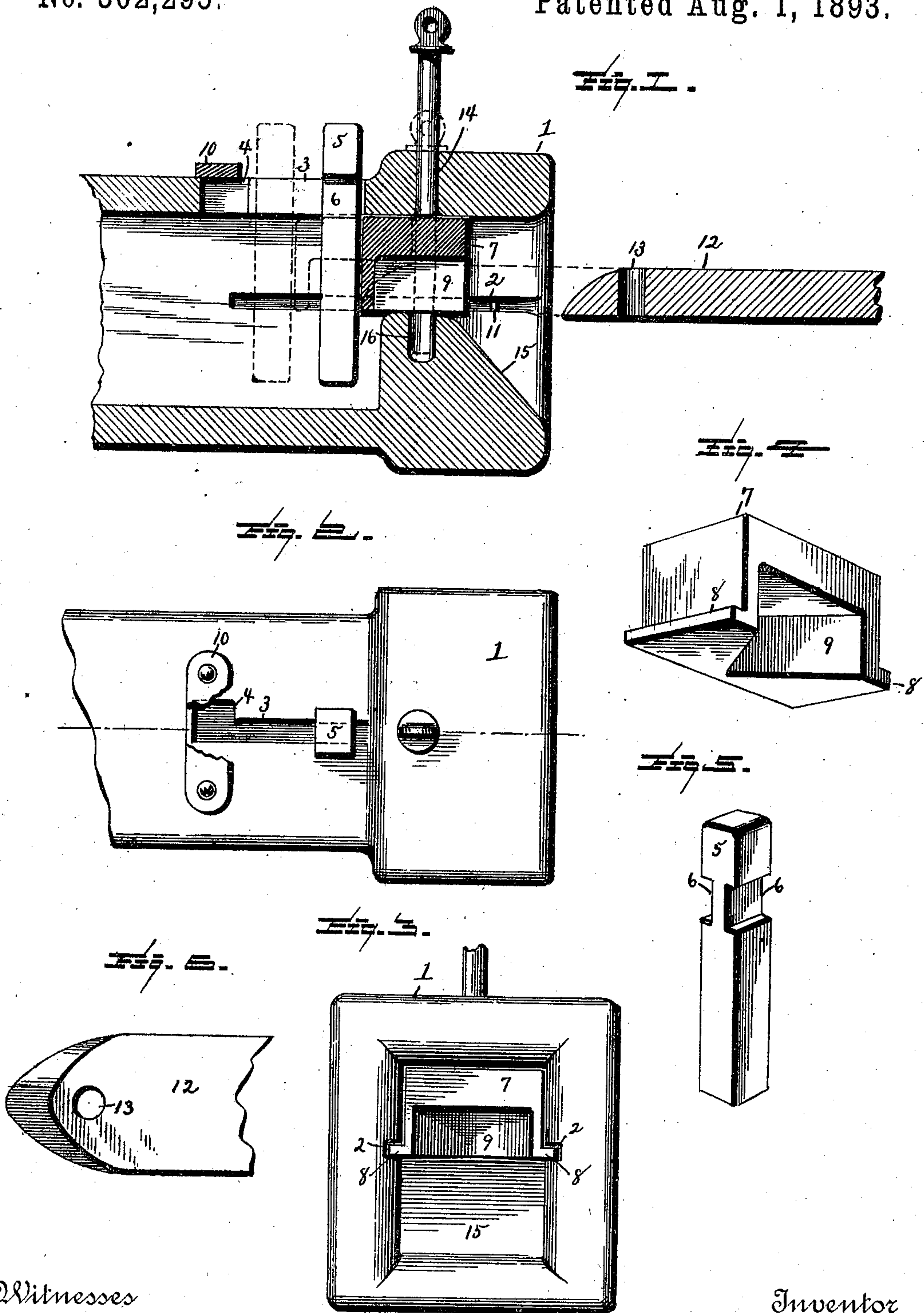


(No Model.)

W. McK. HALL.  
CAR COUPLING.

No. 502,295.

Patented Aug. 1, 1893.



Witnesses  
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# UNITED STATES PATENT OFFICE.

WILLIAM MCKINNE HALL, OF VICTORIA, MISSISSIPPI.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 502,295, dated August 1, 1893.

Application filed March 27, 1893. Serial No. 467,762. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM MCKINNE HALL, a citizen of the United States, residing at Victoria, in the county of Marshall and State of Mississippi, have invented a certain new, useful, and valuable Improvement in Car-Couplers, of which the following is a full, clear, and exact description.

My invention has relation to car couplers and it consists in the novel construction and arrangement of its parts.

In the accompanying drawings:—Figure 1, is a longitudinal sectional view of a drawhead and link. Fig. 2, is a top view of the drawhead. Fig. 3, is an end view of the drawhead, and Figs. 4, 5, and 6, are details of different parts that will be explained hereinafter.

The object of my invention is to provide an automatic coupler that can be operated without the necessity of the operator going between the cars.

It is described as follows: It consists of the drawhead 1, which has in its perpendicular inner sides the horizontal grooves 2, 2. In the top of the drawhead is cut the slot 3, which has at one end the enlargement 4. In the said slot 4, is located the post 5, the edges of the slot entering the recesses 6, 6, on either side of the said post. The sliding block 7, is provided on each longitudinal lower edge with the flanges 8, 8. Said flanges rest in the grooves 2, 2. The block 7, is also provided in its lower front edge with the recess 9. Said recess is preferably V-shaped as shown in Fig. 4. The post 5, is placed in the slot 3, by passing through the enlargement 4; then the plate 10, is secured over the said enlargement and the said post is thereby prevented from coming out. After the sliding block 7, is placed in the drawhead the pegs 11, are secured in the grooves 2, 2, in front of the said block and thereby the said block is prevented from coming out.

In connection with this coupler a link 12,

with beveled and converging ends is preferably used. Said link consists of a solid piece of iron having at each end a perforation 13.

My invention operates as follows:—The post 5, is pulled forward which pushes the sliding block 7, under the pin perforation 14, in the top of the drawhead. Then the link is secured in the drawhead of the backing car and the free end will strike the inclined surface 15, of the stationary drawhead. The link then passes up and strikes in the recess 9, of the sliding block which pushes the said block and post 5, back, and at the same time the pin falls on the said link, and as the cars pull apart the pin falls through the perforation 13, in the said link. Then the lower end of the pin falls into the socket 16, in the lower part of the drawhead, and the cars are coupled.

In coupling the pin is simply raised by hand or by a chain attached to the top thereof and running to the top of the car.

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

1. A car coupler consisting of a drawhead having in its inner and perpendicular sides horizontal grooves, and in its top a suitable slot; a sliding block having suitable flanges adapted to rest in said grooves, and a suitable recess; a sliding post located in said slot and adapted to push the sliding block forward substantially as set forth.

2. In a car coupler having a suitable sliding block, a drawhead having a slot with an enlargement cut in its top; a sliding post adapted to work in said slot; and a plate adapted to be secured over the enlargement of said slot, substantially as set forth.

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

WILLIAM MCKINNE HALL.

Witnesses:

A. V. HARRIS,  
T. A. BOTTOM.