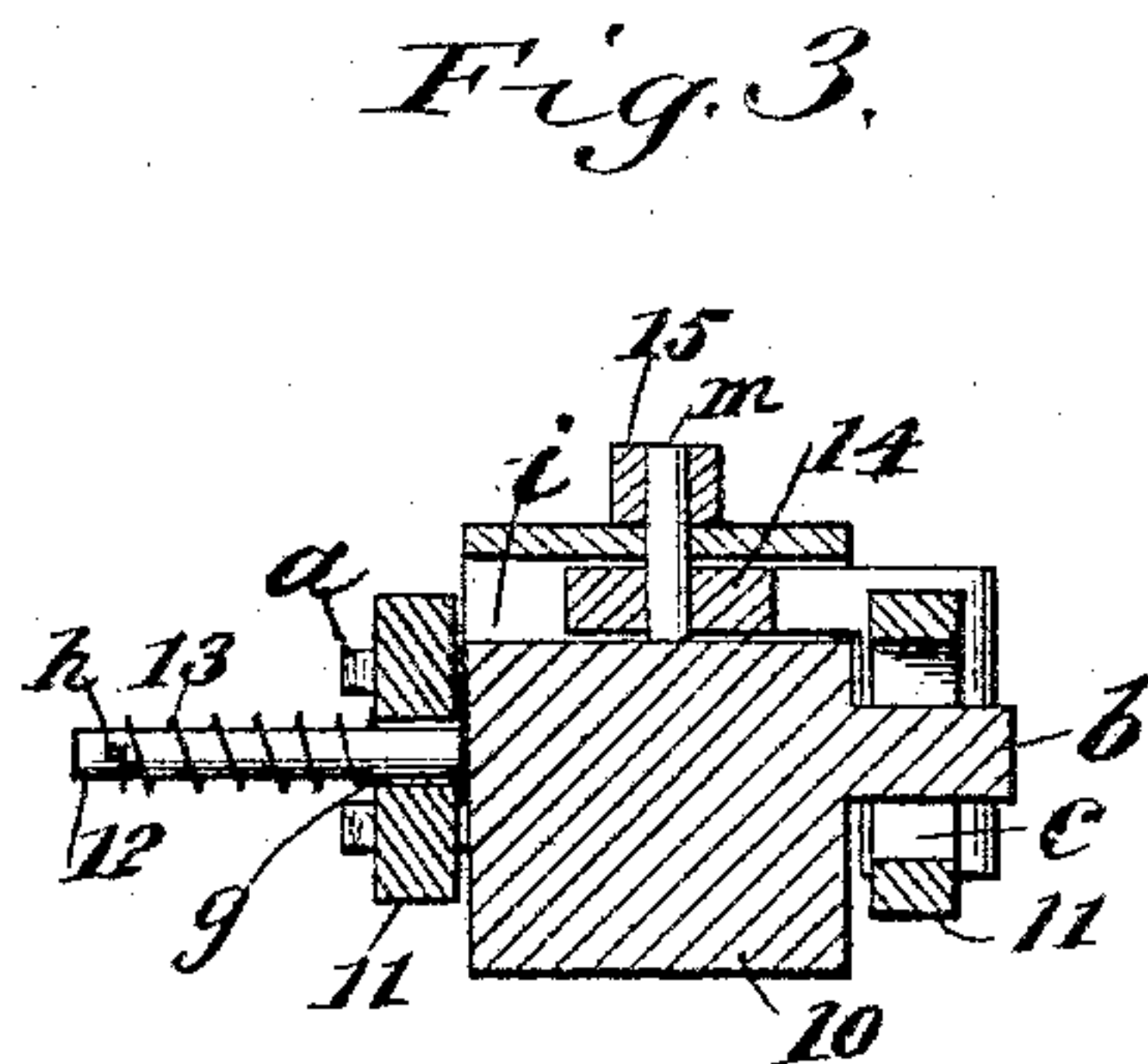
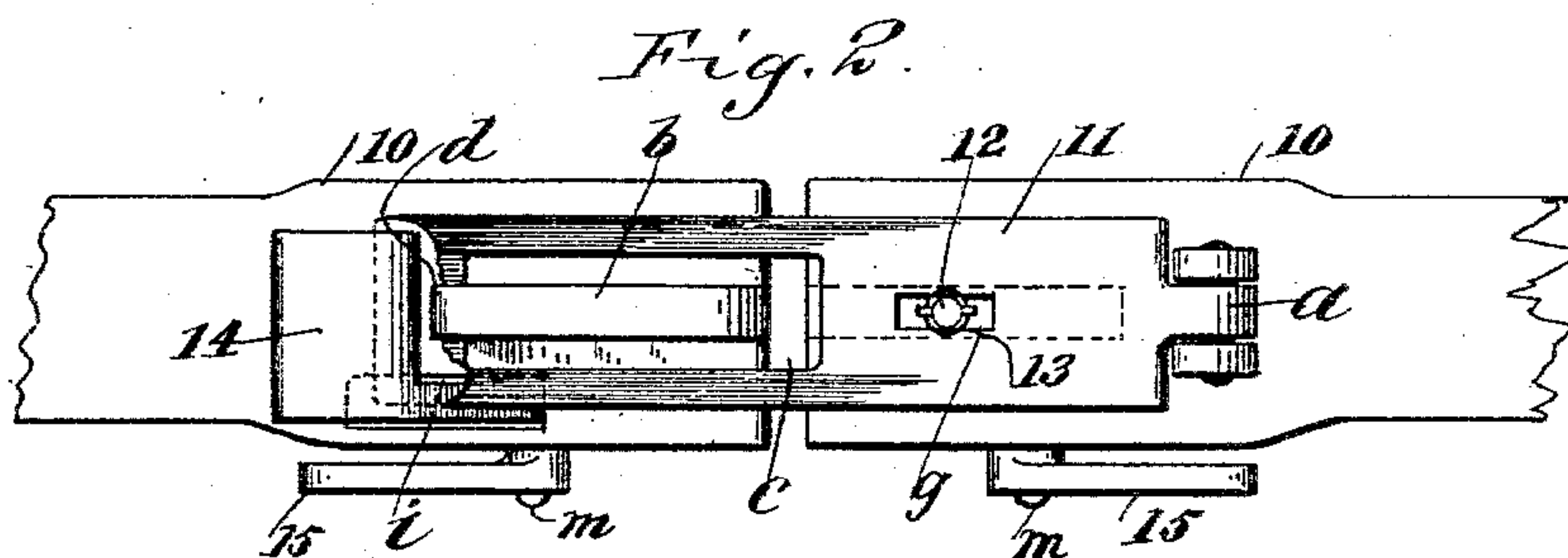
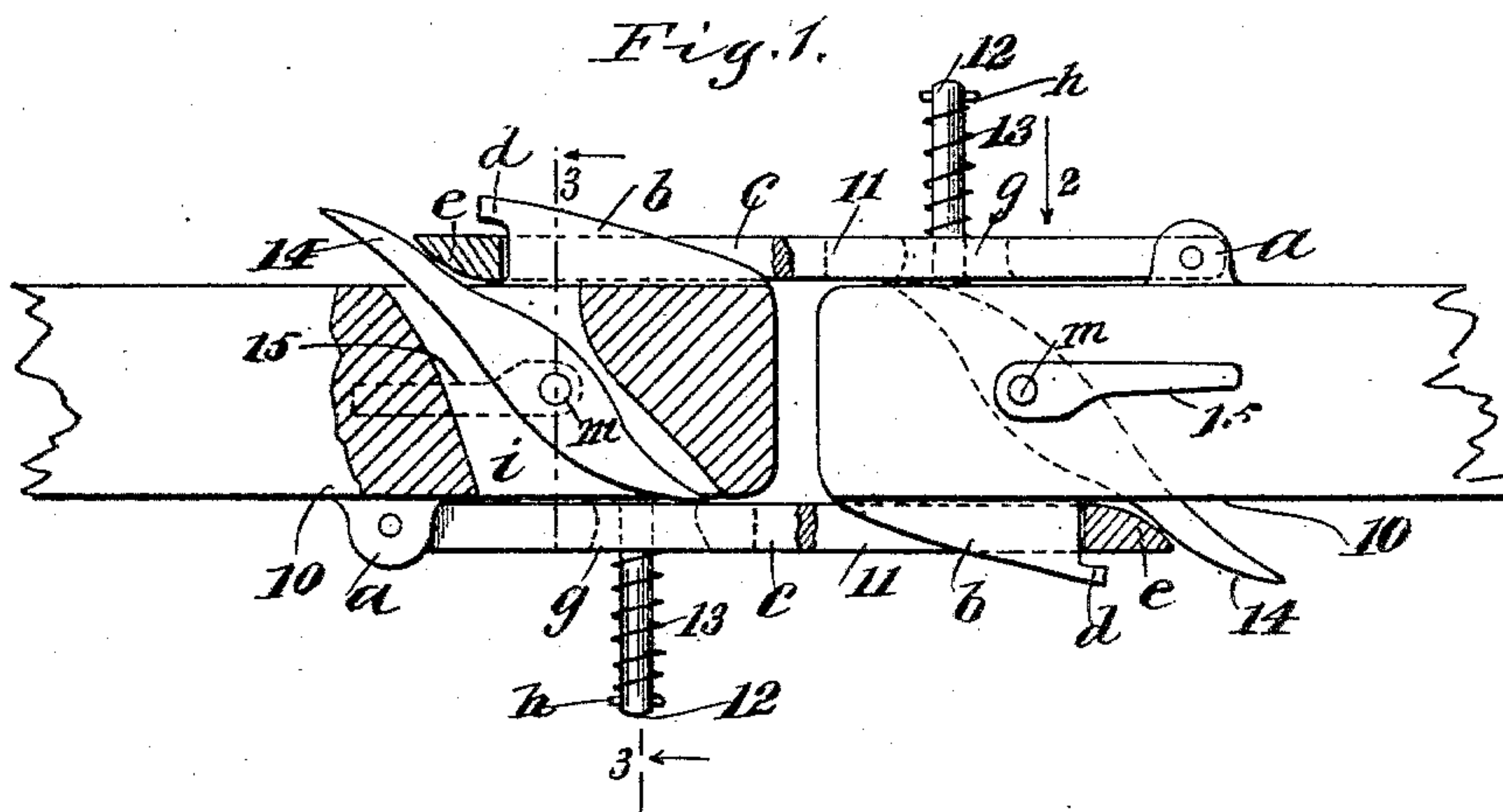


(No Model.)

J. L. PLEDGER.  
CAR COUPLING.

No. 571,622.

Patented Nov. 17, 1896.



WITNESSES:

L. N. Legendre  
Wm. Patton

INVENTOR

J. L. Pledger  
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ATTORNEYS.



# UNITED STATES PATENT OFFICE.

JUNIUS L. PLEDGER, OF PELHAM, ALABAMA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 571,622, dated November 17, 1896.

Application filed June 19, 1896. Serial No. 596,162. (No model.)

*To all whom it may concern:*

Be it known that I, JUNIUS L. PLEDGER, of Pelham, in the county of Shelby and State of Alabama, have invented new and useful  
5 Improvements in Car-Couplings, of which the following is a full, clear, and exact description.

This invention relates to car-couplings of the automatic type, and more particularly to  
10 a class having a pivoted link adapted to couple with another coupling of analogous construction.

The object of the invention is to provide a car-coupling of the indicated character which  
15 is of novel simple construction that adapts it for reliable and efficient service and which is susceptible of release from a car having the improvements to which it is coupled by manipulation effected on either coupled car  
20 or from the ground at the side of said cars.

The invention consists in the construction and combination of parts, as is hereinafter described, and defined in the claim.

Reference is to be had to the accompanying  
25 drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a partly sectional plan view of two couplings having the improvements,  
30 which are in coupled condition. Fig. 2 is a side view seen in direction of the arrow 2 in Fig. 1, and Fig. 3 is a transverse sectional view substantially on the line 3 3 in Fig. 1.

The body 10 of the draw-head and integral  
35 draw-bar thereon is shown broken in the drawings, but in complete form the latter-mentioned portion is adapted for an attachment upon the frame of a car at its transverse center in any approved manner.

An elongated link 11 is pivoted by its rear  
40 end upon one side of the draw-head 10, as at *a*, and projects in advance of the latter a suitable distance to permit its engagement with a hook-like lateral projection *b* on a  
45 corresponding side of a similar draw-head. The link 11 is slotted, as at *c*, which slot extends from a point near the free end of the link of sufficient length to permit its free hooked engagement with the latch-block *b*  
50 just mentioned.

As best shown in Fig. 1, the latch-block *b*

is of considerable length and is outwardly inclined from the forward end rearwardly, terminating in the hook-formation *d*, and it will be seen that the inner side of the portion  
55 *e* of the link 11, that hooks upon the latch-block *b*, is sloped toward the forward edge of said portion on the inner side, which serves to render the link end capable of freely sliding  
60 upon the sloped face of the latch-block when two of the improved car-couplings are moved toward each other for a coupled engagement. The link 11 is apertured, as at *g*, to receive the stud 12, which projects from the side of the draw-head whereon the link is pivoted,  
65 said aperture being in the form of a longitudinal slot.

Upon the stud 12, exterior of the link 11, a spring 13 is placed, which is held thereon  
70 by a cross-pin *h* or its equivalent that is at the outer end of the stud, and the spring resiliently engages the pin *h* and outer side of the link, whereby the latter is normally pressed toward the draw-head 10.

A transverse slot *i* is formed in the draw-  
75 head 10 a short distance from the front end of the same, which slot is above the stud 12 and projecting latch-block *b*, that are respectively placed on opposite sides of the draw-  
80 head.

A tripping-dog 14 is located in the slot *i*  
and centrally pivoted therein, as at *m*, said dog consisting of a block fitted to loosely rock in the slot it occupies and project therefrom  
85 farther at the side whereon the latch-block *b* is located. As shown, the dog 14 is sloped at each end and slightly rounded on these sloped faces, which adapts the dog to effectively engage with the link 11, that is pivoted  
90 on the draw-head having said dog, and also at the same time have contact with the sloped face *d* on the end of a similar link that is in latched engagement with the hook-block *b* of the draw-head having the dog thereon.

The pivot *m* of the dog 14 projects through  
95 the top wall of the slot *i* far enough to receive the rock-arm 15, which is secured thereon, and said arm, which lies in a plane substantially parallel with the upper surface of the draw-head 10, is to be loosely connected with  
100 suitable mechanism of well-known construction, located on the end of the car, which will



afford convenient means for rocking the arm 15 either from the car-roof or at one side of the car, as occasion may require.

It will be seen that on the approach of cars 5 having the improved couplings thereon the projecting link 11 on each draw-head 10 will slide upon the sloped surface of the latch-block *b* it impinges, resulting in the automatic coupled engagement of the links of the 10 two draw-heads with the respective blocks *b*. When it is desired to release the described connection of parts, it is effected by simply rocking either arm 15 in a direction that will press the sloped ends of the dog 14 against 15 the end of one link 11 and inner side of the other link, which will release the links from the latch-blocks if the drawheads are nearly in contact with each other.

Having thus described my invention, I

claim as new and desire to secure by Letters 20 Patent—

The combination with a laterally-slotted draw-head having a rearwardly-sloped latch-block projected at one side thereof, a tripping-dog pivoted in said slot and having 25 sloped ends that will laterally project when the dog is rocked, and a rock-arm on the pivot of the dog, of an elongated and longitudinally-slotted link pivoted on the side of the draw-head by its rear end oppositely from the 30 latch-block, a stud projected from the draw-head through a slot in the link, and a spring on said stud adapted to press the link toward the draw-head, substantially as described.

JUNIUS L. PLEDGER.

Witnesses:

JAMES T. BALD,  
ROBERT McMULLEN.