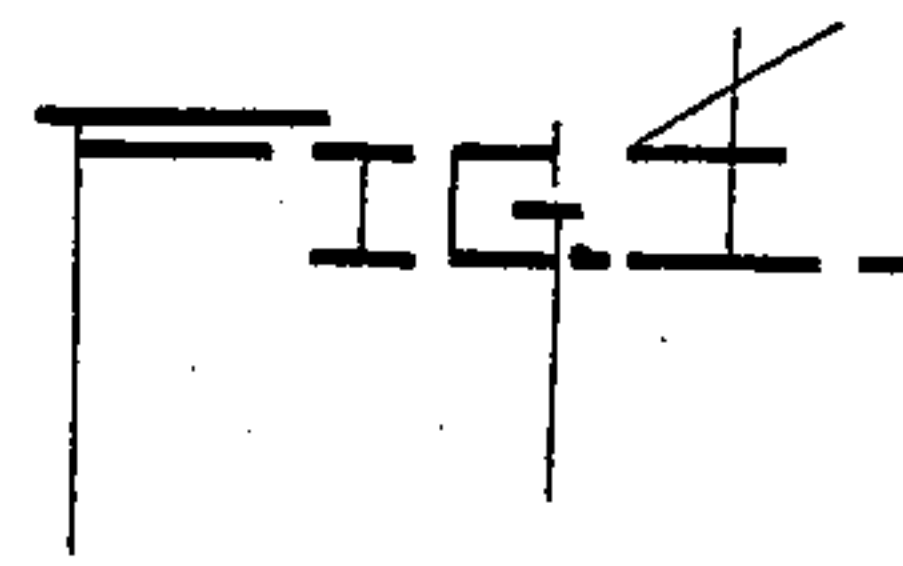
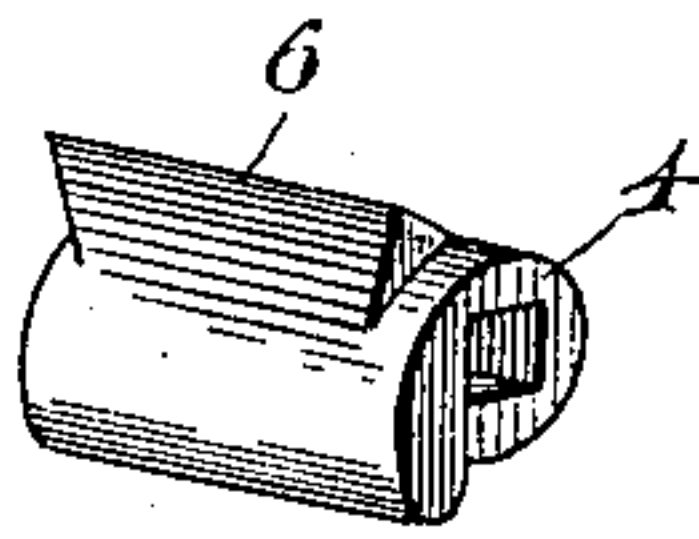
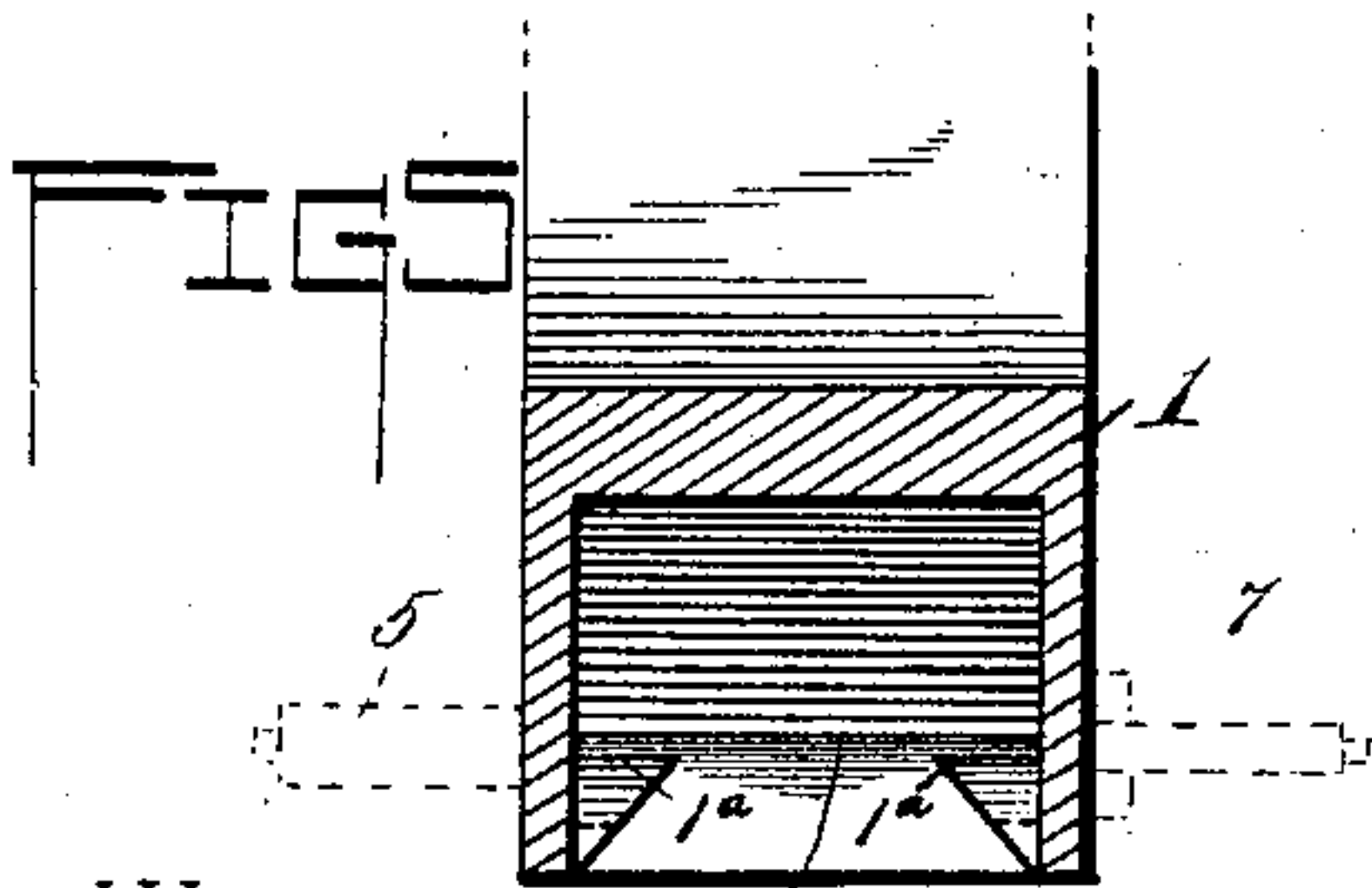
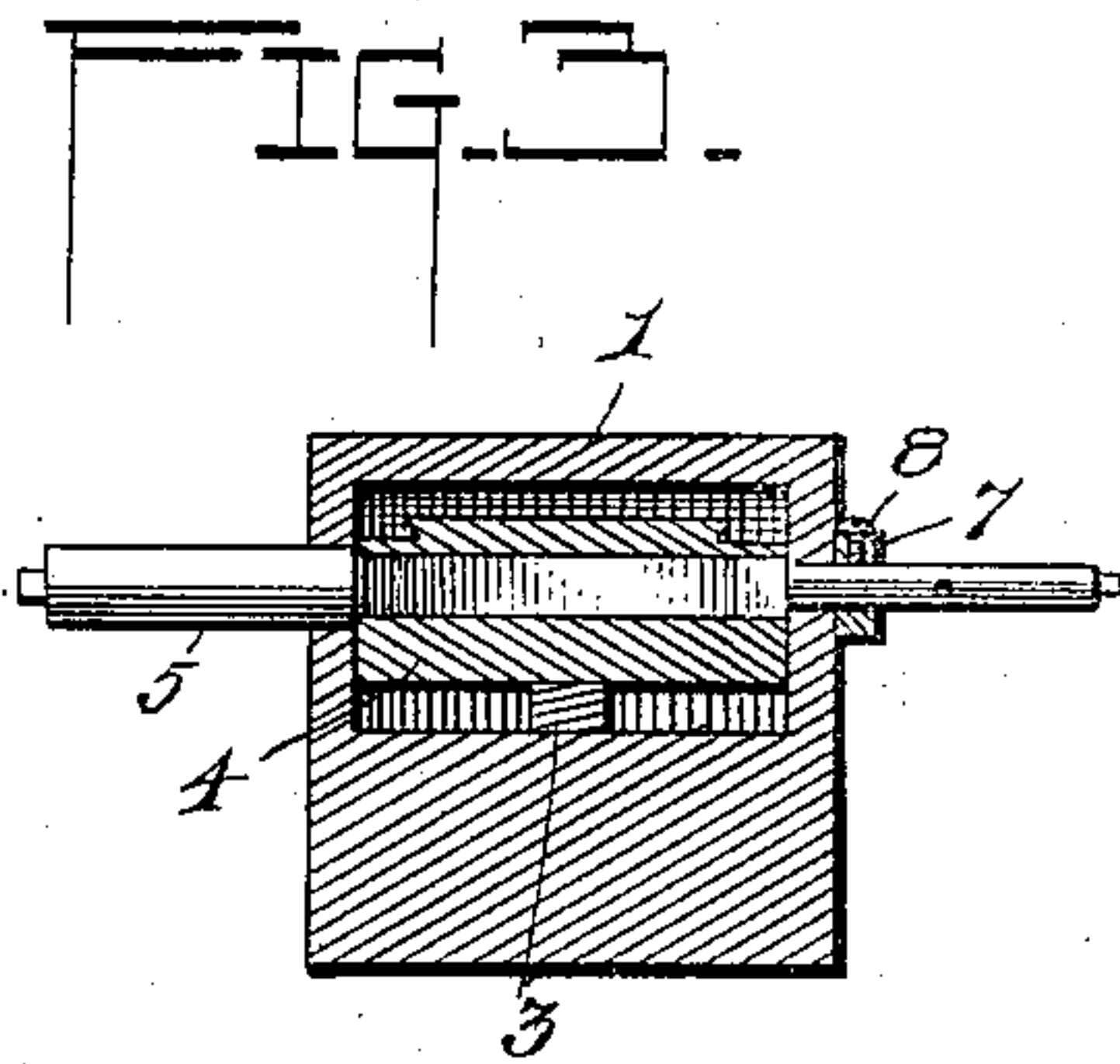
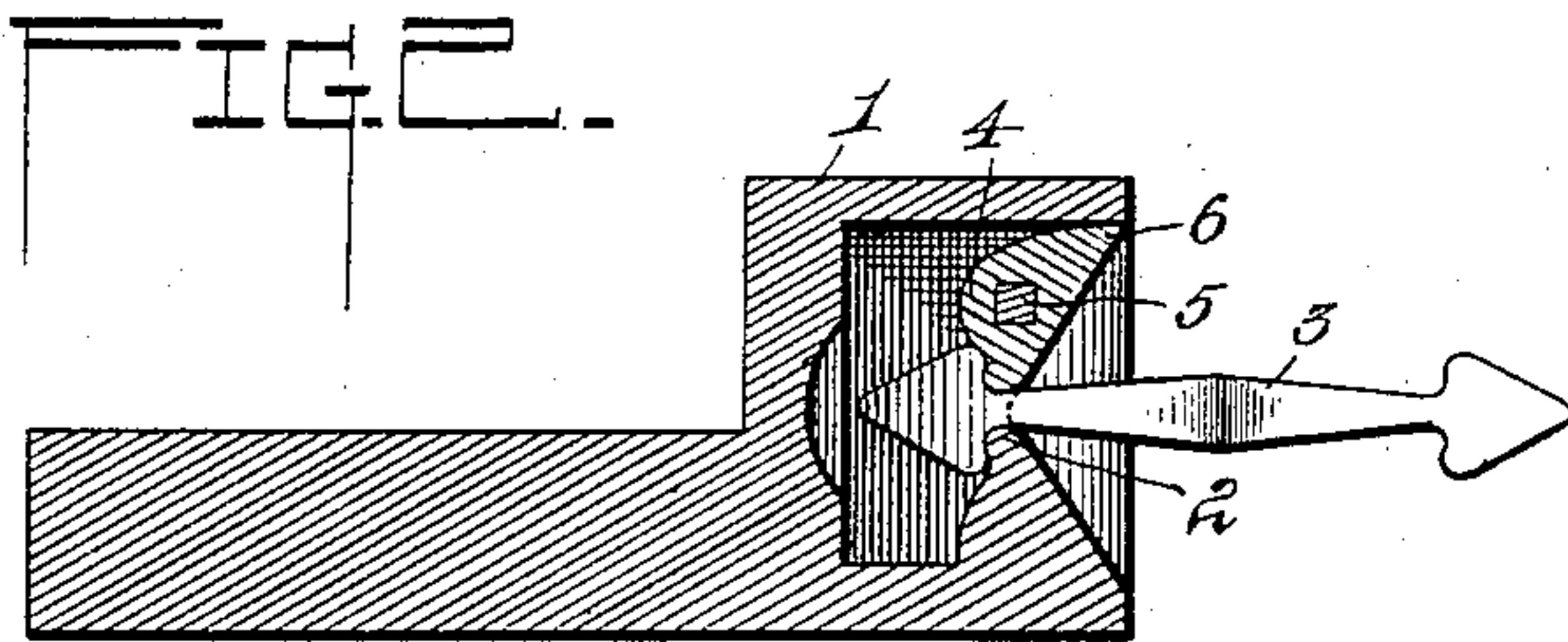
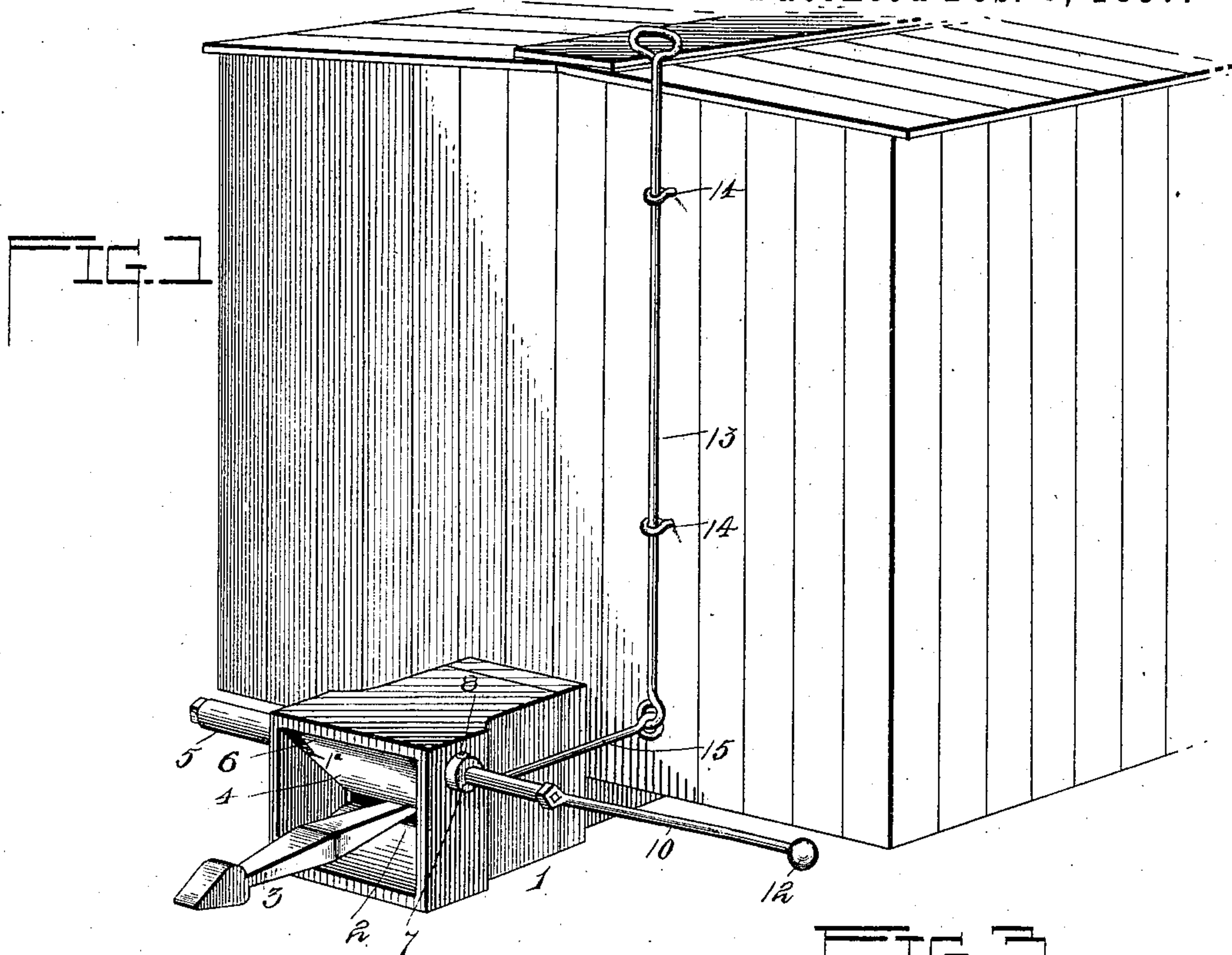


(No Model.)

R. B. CHRITTON.
CAR COUPLING.

No. 576,550.

Patented Feb. 9, 1897.



Witnesses

W. J. LaVar.

J. H. Riley

By his Attorneys,

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Inventor
Robert B. Chritton.

UNITED STATES PATENT OFFICE.

ROBERT B. CHRITTON, OF NORTH ENID, OKLAHOMA TERRITORY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 576,550, dated February 9, 1897.

Application filed November 10, 1896. Serial No. 611,668. (No model.)

To all whom it may concern:

Be it known that I, ROBERT B. CHRITTON, a citizen of the United States, residing at North Enid, in the county of Garfield and Territory of Oklahoma, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to improve the construction of car-couplings and to provide one which will be simple, inexpensive, strong, and durable, and which will be capable of coupling automatically and of being readily uncoupled from the top and sides of cars without going between them.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention and shown applied to a car. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view. Fig. 4 is a detail perspective view of the swinging catch. Fig. 5 is a horizontal sectional view of the draw-head.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a draw-head having a flaring mouth and provided at its bottom with a fixed catch 2, substantially triangular in cross-section and formed by recessing the bottom of the draw-head in rear of the throat. The fixed catch 2 is adapted to be engaged by an arrow-headed link 3, and it is provided at its rear face with a groove to provide a hook-shaped upper portion. The link is held in engagement with the fixed catch by a swinging catch 4, which is mounted on a transverse shaft or pin 5, and the latter is journaled in suitable openings of the sides of the draw-head and projects beyond the same. The swinging catch 4 has an enlarged central portion rounded at the rear or inner face and provided with a transverse opening to receive the said shaft or pin. It is provided at its bottom with a depending lip to engage the link, and it has a tapering extension or flange

6, which extends above the transverse shaft or pin and which engages the upper wall of the draw-head to form a stop for limiting the forward movement of the lower portion of the catch. The flange or extension 6 is cut away at opposite sides in order to clear the tapered or flaring sides of the mouth of the draw-head. The lower portion or lip of the swinging catch, when it is in its normal position, bears against the inclined shoulders 1^a, formed by the flaring side portions of the mouth of the draw-head.

The link entering the draw-head is adapted to swing the lower portion of the movable catch 4 rearward, and as soon as the head of the link passes the swinging catch the latter drops by gravity and locks the link in engagement with the fixed catch.

The draw-head is made solid or is formed integral, and in assembling the swinging catch the latter is introduced in the draw-head and the shaft or pin inserted from one side thereof. One end of the shaft or pin is of greater diameter than the other end, and the intermediate portion is polygonal to conform to the configuration of the perforation of the catch, whereby the latter is fixed to the shaft or pin. The central polygonal portion of the shaft or pin, which is formed by reducing the pin or shaft, provides a shoulder at one end against which the pivoted catch bears. The catch by engaging such shoulder will lock the shaft or pin against movement in one direction, and it is locked against movement in the opposite direction by a disk 7, arranged on the exterior of one side of the draw-head and provided with a clamping-screw 8 for engaging the shaft or pin.

The terminals of the shaft or pin carry crank-arms 10, extending inward or rearward to within a short distance of a car and then transversely thereof to within easy reach from the sides of the car. The crank-arms or handles are provided with weights 12, preferably consisting of knobs and adapted to assist in holding the pivoted or swinging catch in engagement with the link to prevent the latter from being accidentally released by the vibrations of the parts. The operation of uncoupling is performed from the top of a car by means of an operating-rod 13, arranged in a suitable guide 14 and connected with an arm

15, which extends rearward from one end of the transverse shaft.

It will be seen that the car-coupling is simple and comparatively inexpensive in construction, that it is capable of automatic coupling, and that it may be readily uncoupled even when there is a strain on the link, such as when a train is in motion.

What I claim is—

10 In a car-coupling, the combination of a draw-head, provided with a flaring mouth and recessed at its bottom to form a fixed catch 2, said catch being provided at its rear face with a groove, a pivoted catch depending from the
15 top of the draw-head, provided with a lower lip and having an upwardly-extending flange forming a stop to engage the top of the draw-head and recessed at its ends to clear the flar-

ing sides of the mouth of the draw-head, a removable shaft journaled in perforations of 20 the draw-head, passing through the catch and provided with a shoulder engaging one end of the same to lock the shaft against movement in one direction, a fastening device mounted on the shaft at the opposite side of the draw- 25 head and securing the former to the latter, and operating mechanism connected with the shaft, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in 30 the presence of two witnesses.

ROBERT B. CHIRITTON.

Witnesses:

JOHN F. PAYNE,
JAMES D. LISLE.