

No. 672,389.

Patented Apr. 16, 1901.

M. C. PRIDDY.

CAR COUPLING.

(Application filed Dec. 6, 1900.)

(No Model.)

Fig. 1.

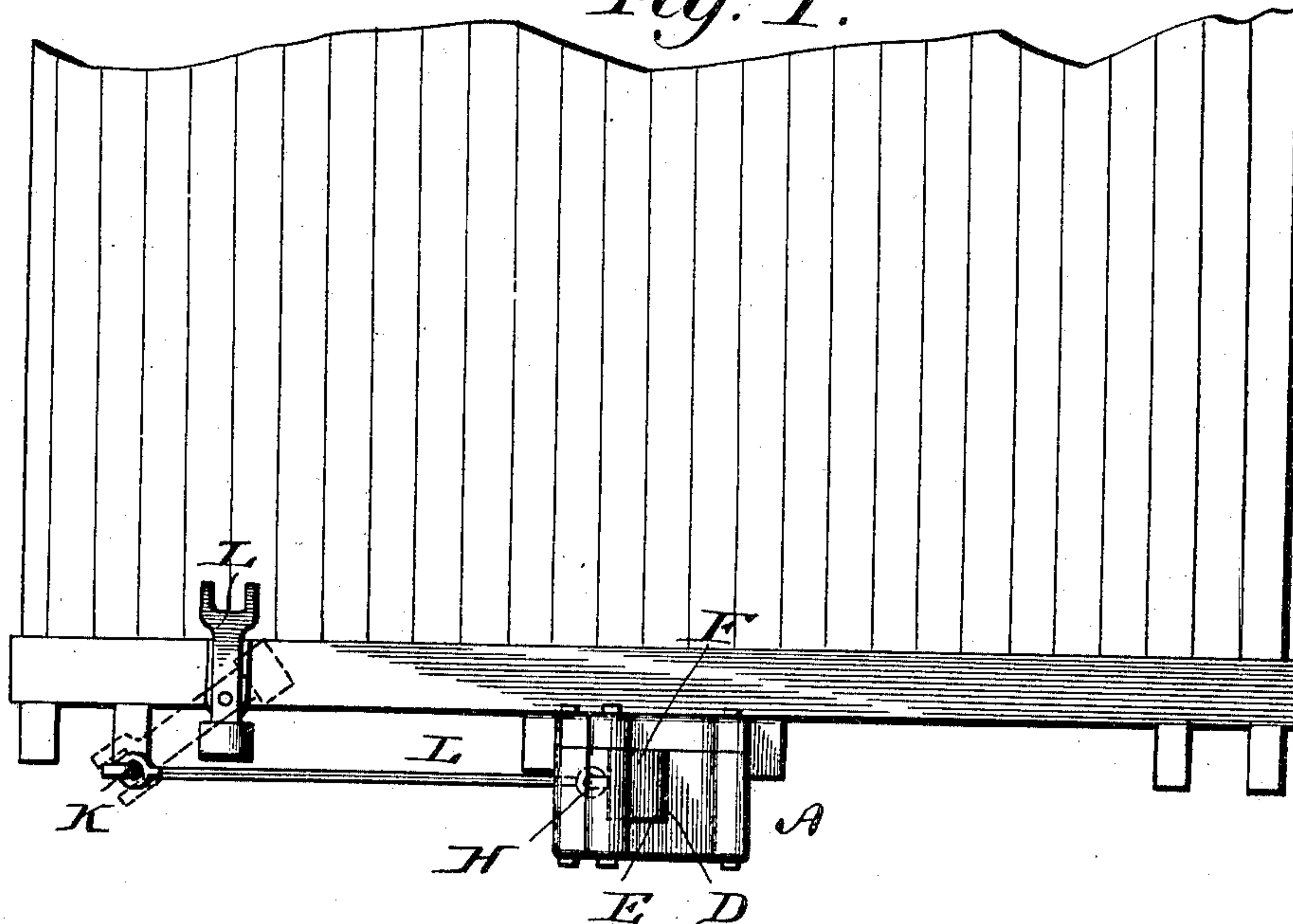
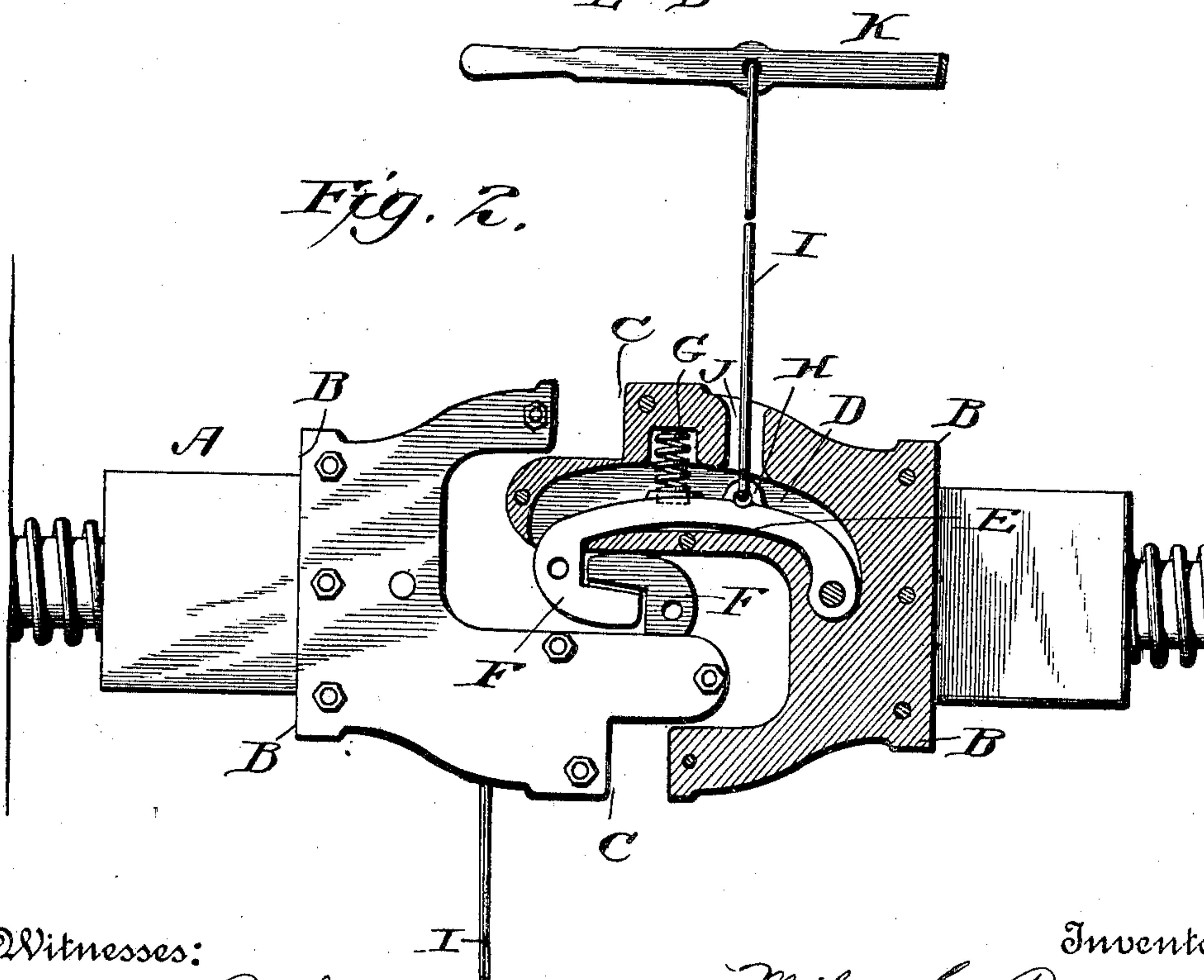


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

MILES C. PRIDDY, OF ENNIS, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 672,389, dated April 16, 1901.

Application filed December 6, 1900. Serial No. 38,886. (No model.)

To all whom it may concern:

Be it known that I, MILES C. PRIDDY, a citizen of the United States, residing at Ennis, in the county of Ellis and State of Texas, (whose
5 post-office address is box 215,) have invented certain new and useful Improvements in Car-Couplings, of which the following is a full, clear, and exact specification.

My invention relates to improvements in
10 automatic car-couplings; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, which fully illustrate the invention, Figure 1 is a front
15 elevation of a coupling embodying my improvements; and Fig. 2 is a view of two connected couplings, one being shown in plan view and the other in horizontal section.

The draw-head A is secured to the car-body
20 in the usual manner and is provided near its rear end with the lateral shoulders B, which limit the inward movement of the draw-head by coming into contact with the supporting-timbers. The body of the draw-head has the
25 general formation of a horizontal fork, presenting the bumpers C to receive the impact when two draw-heads come together. One arm of the horizontal fork has its end projected beyond the bumper, and this extended portion
30 enters the space between the arms of the co-operating draw-head. This longer arm of the draw-head is also provided with a longitudinal horizontal recess D, in which the coupling link or lever E is mounted. The coupling-
35 lever is pivoted within the recess at its rear end, and the recess and the lever are so shaped as to extend inward at their rear ends, bringing the pivots to the central longitudinal line of the coupling. The front ends of the levers
40 project through the inner faces of the draw-heads, at the front ends thereof, and are formed into hook-shaped coupling-heads F, as clearly shown. Between the outer edge of the coupling-lever and the wall of the recess is a spring
45 G, which presses the lever toward the central line of the draw-head and into the coupling position. In rear of this spring the coupling-lever is provided with an eye H, to which the end of the uncoupling-rod I is pivoted. This
50 rod extends through an opening J in the side of the draw-head and out to the side of the car, its outer end being pivoted to an operat-

ing lever or handle K, which is mounted on the car-body, as will be readily understood. Pivoted on the car-body or the edge of the
55 car-platform above the operating-lever is a locking-lever L, having a short weighted end and a longer notched or forked end.

Such being the construction and arrangement of the parts of the device its operation
60 will be readily understood. When the two draw-heads come together, the ends of the coupling-levers yield to permit their passage past each other. After the ends have passed the springs G throw the levers inward, so that
65 the hook-shaped ends engage, and thereby couple the cars. When it is desired to uncouple the cars, the operating-lever is drawn toward the adjacent side of the car, thereby drawing the lever outward against the ten-
70 sion of the spring and permitting the cars to pull apart. Ordinarily the weighted end of the locking-lever is lowered and is above the uncoupling-rod sufficiently to permit the same to move freely. Should it be desired to per-
75 mit the cars to come together without coupling, as is frequently the case, the locking-lever is swung around, so as to cause its notched end to engage the operating-lever, and thereby hold it outward against the ten-
80 sion of the spring.

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

The combination with the inwardly-pro-
85 jecting coupling-lever, of the horizontally-movable uncoupling-rod pivoted thereto and extending outward therefrom, the horizontally-swinging operating-lever fulcrumed on the car-body and having the end of the un-
90 coupling-rod pivoted thereto, and a vertically-swinging locking-lever mounted on the car-body above the operating-lever and having a long notched arm adapted to engage the operating-lever and a short weighted arm to hold
95 the notched arm in its adjusted position.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

MILES C. PRIDDY.

Witnesses:

J. B. OVERALL,
P. H. ROSE.