

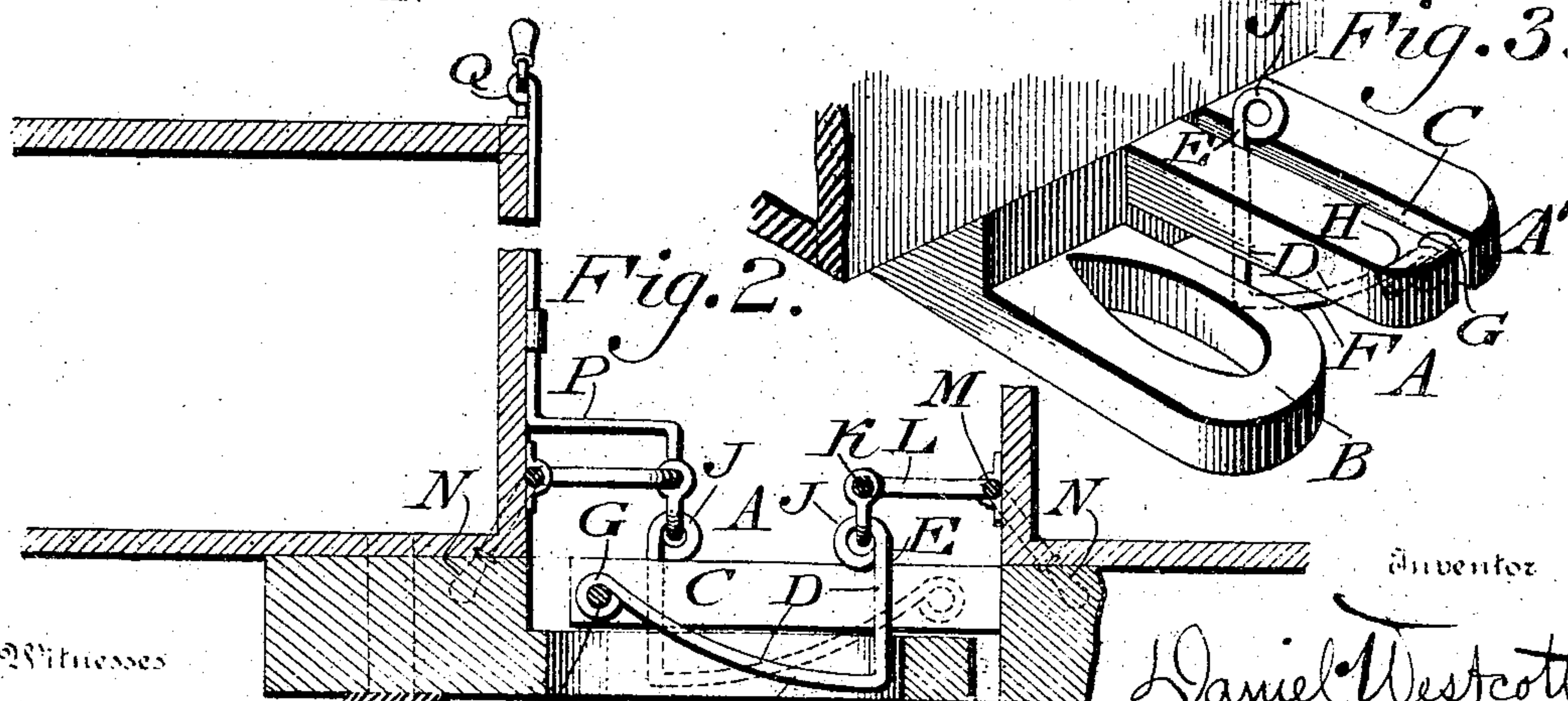
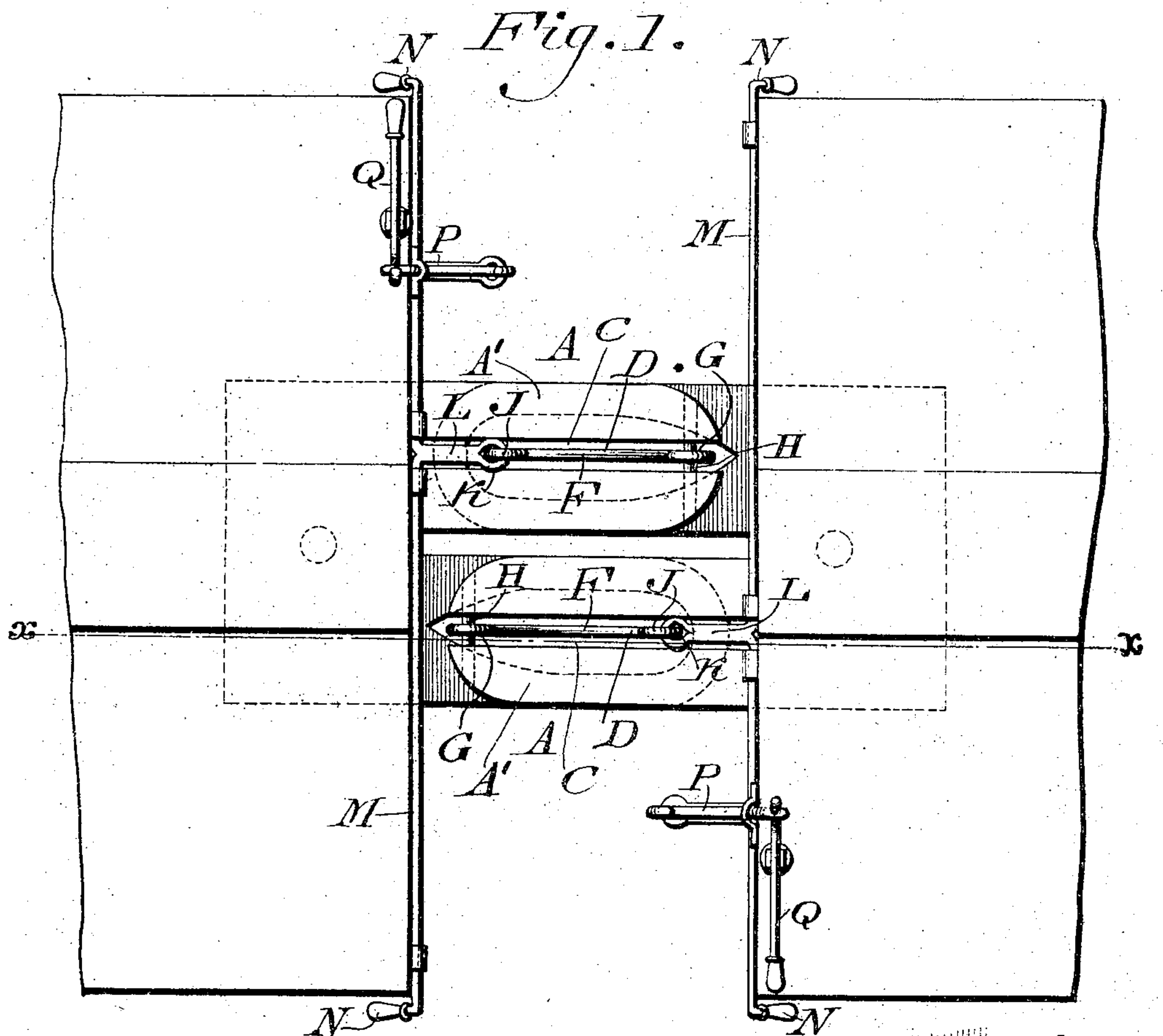
No. 767,191.

PATENTED AUG. 9, 1904.

D. WESTCOTT.  
CAR COUPLING.

APPLICATION FILED MAY 11, 1904.

NO MODEL.



Witnesses

P. H. Nagle.  
L. Bouville.

Inventor

Daniel Westcott  
Diederichsen & Fairbank & Co.  
Attorneys



# UNITED STATES PATENT OFFICE.

DANIEL WESTCOTT, OF SALEM, NEW JERSEY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 767,191, dated August 9, 1904.

Application filed May 11, 1904. Serial No. 207,436. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL WESTCOTT, a citizen of the United States, residing at Salem, in the county of Salem, State of New Jersey, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention consists of improvements in a car-coupling, as will be hereinafter described, the novel features being pointed out in the claims.

Figure 1 represents a top or plan view of a car-coupling embodying my invention. Fig. 2 represents a partial side elevation and partial vertical section thereof. Fig. 3 represents a perspective view of a detached portion thereof.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates the draw-heads of opposite cars, which in order to be interchangeable are duplicated on each car, one member being of the form of a link B and the other member consisting of a plate A', having a vertical slot C therein, in which is mounted the coupling-bar D, the link member being below the slotted member, whereby the coupling-bar of each car may enter the link of the opposite car.

The bar consists of an elbow-shape piece of metal, one limb, E, of which extends in vertical direction at the rear end of the slot C and the other limb, F, extends forwardly from the limb E, inclined upwardly from the bottom of said limb E to the front of the draw-head, where said limb F is provided with the eye G, the draw-head having a horizontally-extending rod or pin H thereon on which said eye is mounted, thus forming the axis of the bar D, by which provision the latter may be raised and lowered at its rear end.

The limb E is formed at its top with an eye J, which, by means of the link K, is connected with an arm L of the crank-shaft M, whose ends are provided with handles N, so disposed that the coupling device may be operated from the side of a car. The shaft M has also a connection P with the lever Q, so disposed that the coupling may be operated from the top of the car.

The operation is as follows: The coupling-bars being at their lowermost position, as the cars approach the lower limbs F contact with and ride up on the upper side of the front walls of the openings of the links B, whereby said bars are raised until the vertical limbs E clear the inner sides of said walls, when the bars drop into the opposite links and the vertical limbs engage the links, thus coupling the cars, as shown in Fig. 2, it being evident that the bars rise and fall in the slots of the members on which they are mounted.

When the cars are to be uncoupled, the crank-shaft M is operated by the handles N or levers Q, when the rear ends of the bars are raised, thus removing the vertical limbs E thereof from the front walls of the openings in the links, whereby the heads are disconnected and the uncoupling of the cars is effected.

It will also be seen that the coupling-bars may each be formed of a single piece of suitable metal bent into elbow or angular shape, the lower limb being provided with an eye for pivotal purposes, while the vertical limbs provide the necessary shoulders or abutments for the links, thus forming a simple, serviceable, durable, and comparatively inexpensive coupling device.

Various changes may be made in the details of construction shown without departing from the general spirit of my invention, and I do not, therefore, desire to be limited in each case to the same.

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

1. A coupling comprising a draw-head provided with a plate having a vertically-arranged slot therein, and a coupling-bar movable in said slot, said bar being of angular shape, one limb being vertical forming a shoulder for engagement with an opposite link and the other limb extending from the lower end of said vertical limb to the front of said draw-head where it is provided with means for pivotally mounting it thereon.

2. In a car-coupling, a draw-head of angular form, one limb of which is vertical forming a shoulder for engagement with an oppo-

