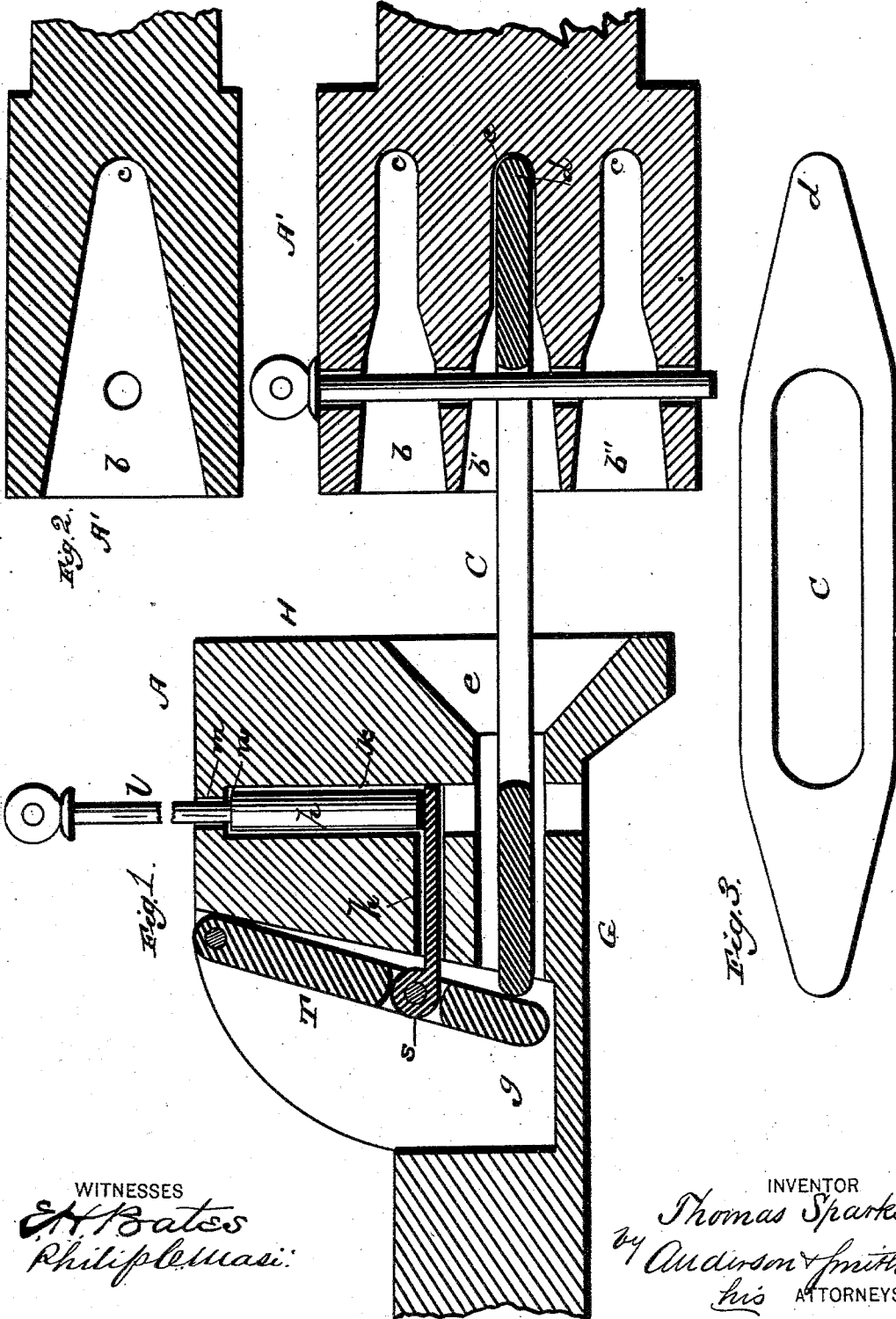


(No Model.)

T. SPARKS.
CAR COUPLING.

No. 281,155.

Patented July 10, 1883.



WITNESSES
E. H. Bates
Philip Levasi

INVENTOR
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UNITED STATES PATENT OFFICE.

THOMAS SPARKS, OF KENTONTOWN, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 281,155, dated July 10, 1883.

Application filed April 28, 1883. (No model.)

To all whom it may concern:

Be it known that I, THOMAS SPARKS, a citizen of the United States, residing at Kentontown, in the county of Robertson and State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a vertical sectional view of my car-coupler. Fig. 2 is a horizontal sectional view, and Fig. 3 is a top view of the link.

This invention has relation to car-couplings; and it consists in the construction and novel arrangement of devices, as hereinafter set forth, and particularly pointed out in the appended claim.

In the accompanying drawings, the letters A A' designate the draw-heads, which are connected to the ends of the cars by any of the methods in common use. One of the draw-heads, A', may have a series of link-recesses, *b b' b''*, arranged one above another, and designed to hold a coupling-link, C, at different heights to suit the draw-head of the opposite car. Usually these recesses are provided with rear offsets, *c*, of tapering form, to receive the tapering extension *d* at the end of the link, whereby the link is held up in horizontal position to properly enter the mouth of the opposite draw-head. A coupling-pin extends through the recesses *b b' b''* and serves to hold the link in engagement therewith. In the draw-head A the mouth *e*, which is of the usual flaring form, communicates with a recess, *g*, in rear, which extends upward and communicates with a recess or slideway, *h*, which extends forward beyond the vertical aperture *k*, through which the coupling-pin *p* passes. The pin *p* is usually made with an upper extension, *l*, of smaller diameter than the body of the pin, said extension passing through a small opening, *m*, in the uppermost portion of the draw-head. A shoulder, *n*, on

the pin therefore prevents it from being withdrawn from its way in the draw-head. This draw-head is usually molded in one piece; and it consists, mainly, of a lower part, G, in which the link-cavity is formed, and an upper portion, H. In the rear recess or chamber, *g*, near the top of the upper portion of the draw-head, is pivoted a broad weighted tongue, T, which extends downward back of the link-cavity, and is provided with a slide, *s*, which is pivoted to the tongue and extends forward into the slideway *h*, the length of the slide being such that when the tongue is swung forward said slide will cover the aperture *k*, and when the tongue is pushed to the rear it will uncover said aperture, leaving it free for the pin to pass downward through the link. A cord or chain is attached to the coupling-pin, and may be extended to the top of the car, so that the cars may be uncoupled by a brakeman on the car-roof. In uncoupling, the pin is raised until the link is free, and until the lower end of the pin is above the level of the slide *s*, which is at once pushed forward by the weighted tongue and affords a bearing or support for the pin.

The coupling is effected automatically, the end of the link, as it moves toward the rear of the draw-head, pushing back the weighted tongue, which in turn draws the slide *s* from under the coupling-pin, allowing the latter to fall and engage the link in the cavity of the draw-head below.

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

In a car-coupling, the combination, with a link and pin, of a draw-head having a rear recess, and a slideway above the link-cavity of a swinging tongue in said rear recess, and a slide pivoted to said tongue and extending forward in the slideway to support the pin in set position for coupling, substantially as specified.

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

THOMAS SPARKS.

Witnesses:

JAS. A. DUNCAN,
JOHN W. HARDING.