

J. M. PHELPS.

Car-Couplings.

No. 136,758.

Patented March 11, 1873.

Fig. 1.

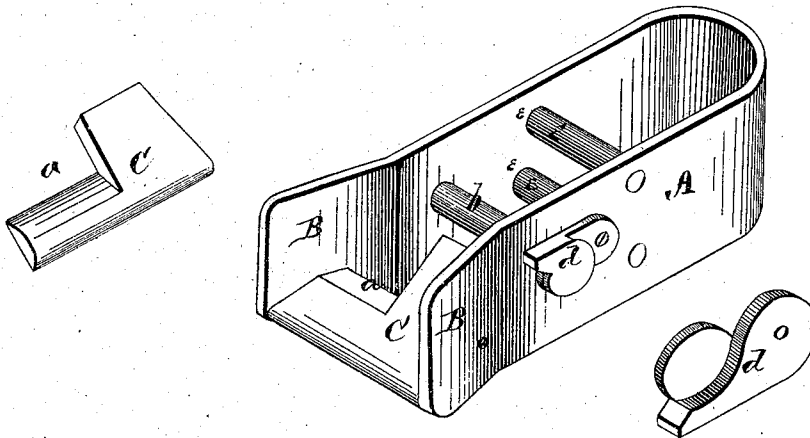


Fig. 2.

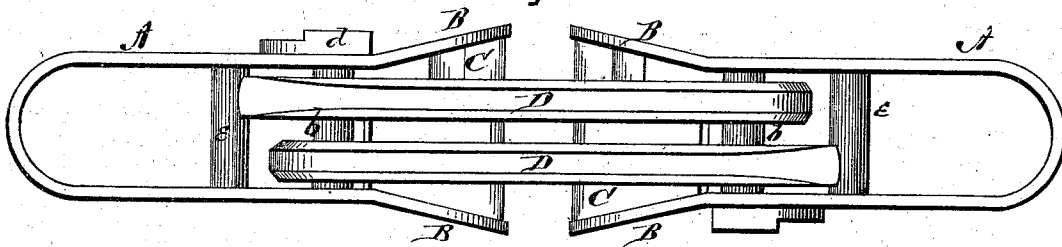


Fig. 3.

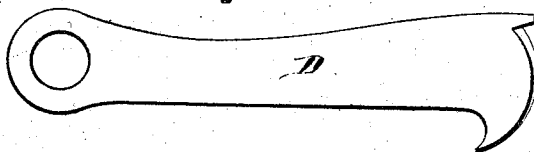
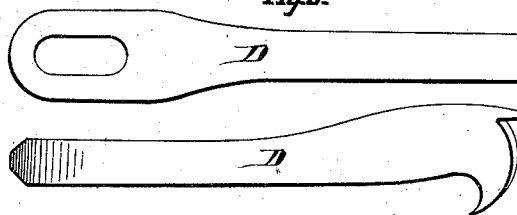


Fig. 4.



Fig. 5.



Witness:
Jas. C. Hutchinson
L. L. Ewert

Inventor.
J. M. Phelps.
per
H. A. Mason
Attorneys.

UNITED STATES PATENT OFFICE.

JOHN M. PHELPS, OF COGAN STATION, PENNSYLVANIA, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOSIAH BARTLETT, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 136,758, dated March 11, 1873.

To all whom it may concern:

Be it known that I, JOHN M. PHELPS, of Cogan Station, in the county of Lycoming and in the State of Pennsylvania, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a perspective view of one of the draw-heads of my car-coupling. Fig. 2 is a plan view of the entire car-coupling, and Figs. 3, 4, and 5 show various forms of hooks to be used with the same.

Each draw-head A is made of a piece of wrought-iron, or other suitable material, bent in the form of a U, and the ends of said piece bent outward to make a flaring mouth for the draw-head. Between these two flaring parts or wings B B of the draw-head is secured an inclined plate, C, extending from the lower front edge of said wings toward the rear and upward to about the point where said wings commence. One side of this inclined plate C is cut out at *a* to form a rest for the hook D, which is pivoted on a pin or bolt, *b*, passing horizontally through the draw-head. The pin or bolt *b* is provided with a head on one end, and a latch or stop, *d*, pivoted on the outside

of the draw-head drops down over this head, and thus holds the pin in its place. The pin *b* is located close enough to the inner edge of the plate C to prevent the hook D from moving sidewise on the pin out of the cut-out *a*. The latch or button *d* is constructed as shown in Fig. 1, and can readily be raised to remove the pin *b*, for the purpose of exchanging hooks. The hook D is constructed substantially in the form shown in Fig. 3, when the cars are of about the same height. When the cars are of unequal height the hook used is longer and curved, as shown in Fig. 4; and when a car with my coupling meets one with the ordinary pin-and-link coupling, then the hook used is the one shown in Fig. 5, which hook is provided with an elongated slot for the usual coupling-pin to pass through.

As the cars are brought together for coupling the hook D of each draw-head moves up on the inclined plate C of the other draw-head, and catches on the pin *b*, coupling cars.

The hook D may be thrown back, resting on pins *e*, which brace the draw-head, and thus the cars may be brought together without coupling.

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

The combination of the draw-head A, wings B B, plate C, pin *b*, button *d*, and hook D, all constructed and arranged substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 1st day of January, 1873.

JOHN MILTON PHELPS.

Witnesses:

H. T. AMES,
WM. SLAWSON.