

J. COLEMAN.
Car Coupling.

No. 102,500.

Patented May 3, 1870.

fig. 1.

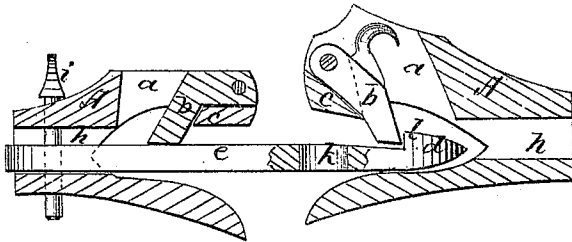
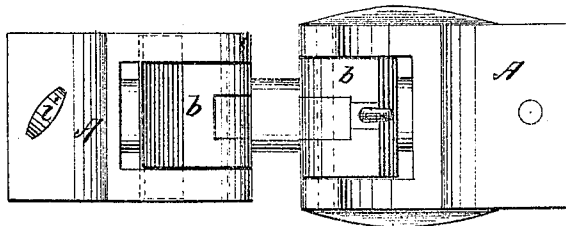


fig. 2.



Witnesses:

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per [Signature]
Attorneys.

United States Patent Office.

JOHN COLEMAN, OF LYNCHBURG, VIRGINIA.

Letters Patent No. 102,500, dated May 3, 1870.

IMPROVEMENT IN CAR-COUPINGS.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that I, JOHN COLEMAN, of Lynchburg, in the county of Campbell and State of Virginia, have invented a new and improved Car-Coupler; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings making a part of this specification, in which—

Figure 1 is a sectional elevation, and

Figure 2 is a plan view.

This invention consists in the combination with a bumper, open at the sides, of a hinged detent arranged within the bumper so as to allow the head of the coupling-bar to pass under it, and then to fall by its own weight upon the body of the bar, and retain it, and of a coupling-link, having beveled heads which pass easily under the detents, against the inner sides of which heads the free ends of the detents bear, the coupling being automatic and universal in its application.

In the drawings—

A A are the bumpers, open at the sides, and having recesses, *a*, cut through their upper branches, in which recesses the detents *b* are hung by pivots passing through their upper ends.

Each detent rests on an inclined shelf, *c*, extending across the front part of the draw-head, so that the detents incline backward, and hence present no obstacle but their weight to throw the running of the beveled heads *d d* of the coupling-link *e* under them.

As soon as the head *d* has passed under the free end of the detent, the latter falls on the body of the

link, and prevents the withdrawal of the latter by any means except the uplifting of the detent. But, in case of the running of one car off the track, there is nothing to prevent such a lateral movement of the link as shall draw the head *d* out at the open side of the bumper, and uncouple the displaced car from those still remaining on the track. The rounding of the inner sides of the heads *d* facilitates this operation.

The detents *b* are so heavy that one of them will hold the link horizontal, so as to direct it straight to the bumper of the next adjacent car in coupling. Hence, this coupling is automatic.

Passages, *h h*, are made longitudinally through the rear parts of the bumpers, and, also, vertical orifices, in which pins, *i i*, are placed, by which to make the ordinary coupling-link serve when none of the links *e* are at hand.

Vertical slots, *k k*, near the ends of each link *e*, may be used to receive the pins *i* when the detents *b* are out of order, or when the ordinary draw-heads are used.

Having thus described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The combination of the bumper A, having open sides, with the detent *b* and link *e*, in the manner and for the purpose set forth.

JOHN COLEMAN.

Witnesses:

J. W. SANKFORD,

R. H. T. ADAMS.