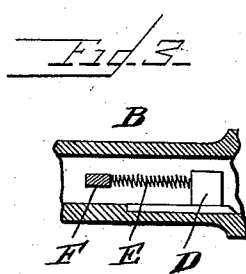
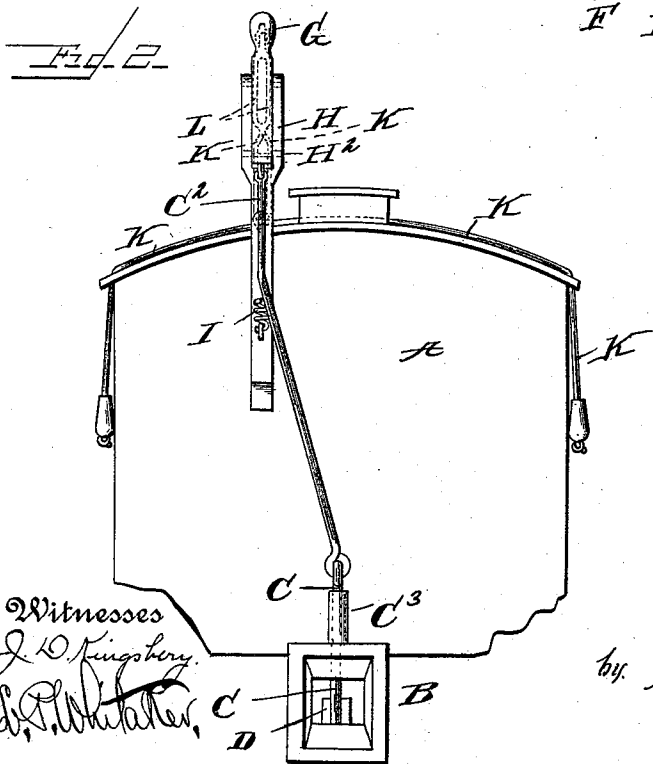
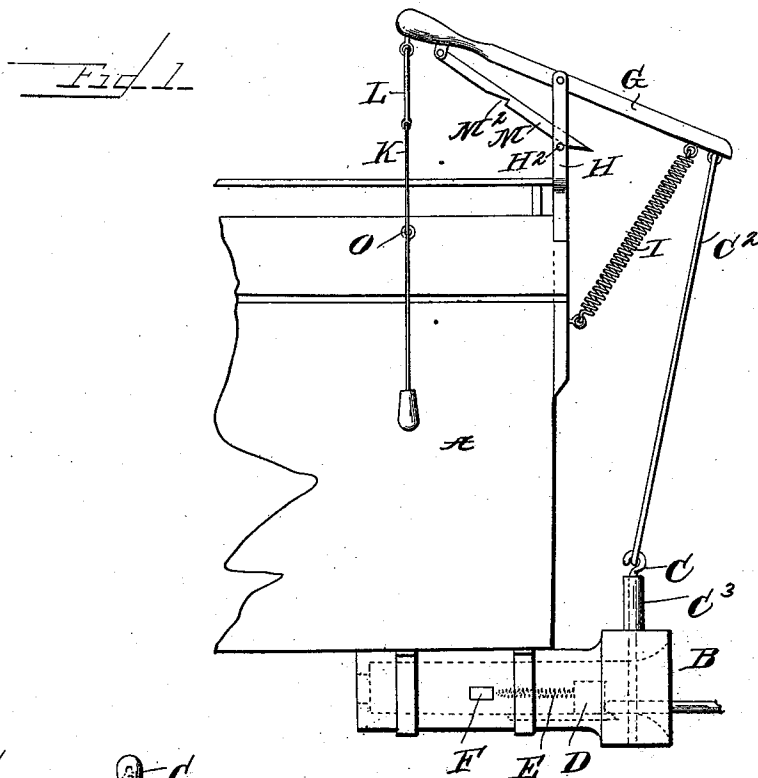


(No Model.)

J. D. SALTS.
CAR COUPLING.

No. 533,088.

Patented Jan. 29, 1895.



Witnesses
J. D. Kingberry
L. P. Whitaker

Inventor
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UNITED STATES PATENT OFFICE.

JAMES DAVID SALTS, OF BOIS D'ARC, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 533,088, dated January 29, 1895.

Application filed November 8, 1894. Serial No. 528,235. (No model.)

To all whom it may concern:

Be it known that I, JAMES DAVID SALTS, a citizen of the United States, residing at Bois D'Arc, in the county of Greene and State of Missouri, have invented certain new and useful Improvements in Car-Couplings; and I do hereby 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.

My invention relates to improvements in car couplings, the object of which is to provide a coupling that can be uncoupled from the top or either side without going between the cars and one that will couple itself when in gear; and the invention consists of the combination and arrangement of parts as hereinafter specified and pointed out in the claim.

In the drawings which form a part of this specification, Figure 1, is a side view of the device. Fig. 2, is an end view of the same in elevation. Fig. 3 is a detailed view of the draw head.

Similar letters of reference indicate corresponding parts in the several figures.

A, represents an ordinary car.

B, is a draw head having a wide mouth to receive links of different height cars. The opening in the draw head is made deep to receive a core D, which is provided with a spring E, for pressing and holding the core D, forward for holding up the coupling pin C. The back end of the spring E, is secured by a cross pin F. To prevent the core from going too far front, the other end of the spring E is secured to the back end of the core D.

C, is a coupling pin placed in a sleeve C¹ for holding and guiding the pin. When the pin is raised the core D, moves forward by the spring E, and closes the hole through which the pin passes and thus holds the pin up. When a link from another car enters the draw head it pushes the core D back and permits the pin to drop and couple the cars.

For raising the pin I provide the following mechanism: On the top of the car is placed a lever G, secured or pivoted in a forked upright H. To the front end of the lever G, is pivoted a pin bar C², the lower end of said pin bar being hinged to the upper end of the pin C, for operating and guiding the same.

I, is a spring for holding or forcing the coupling pin C, down. For this purpose one end of said spring is secured to the car and the other end to the front end of the lever G near the attachment of the pin rod to the lever.

To the back end of the lever G are secured ropes or chains K, which pass through an eye O and are arranged to pass down on each side of the car so that the lever may be operated from either side of the car while standing on the ground. The eye, O, is secured in the top of the car and chains K pass down and through it from opposite sides and thence extend out over the top of the car and down the sides of the car close to the ground.

L, is a rod secured to the back end of the lever G, to prevent its being moved too far by the ropes or chains K.

M, is a latch hinged to the back end of the lever G, passing through the fork in the upright piece H, and is provided with a notch M², for engaging on a pin H², in the fork for holding the coupling pin C, up when switching and braking the cars. The notch, M², is placed so near the back end of the latch that it will not catch when the lever G, is operated by the ropes or chains but can be handled by the brakeman from the top of the car, who may desire to have the coupling pin C, held up, or out of gear while using the brakes and in switching.

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

In a car coupling the combination of a draw head having a spring core; a coupling pin a sleeve C¹, and a pin bar C²; a lever G, having a spring I, for holding the coupling pin down; a latch M for holding the coupling pin C, up out of gear; and a rod L, to prevent throwing the coupling pin out of the sleeve from the ground, all substantially as shown and described for the purpose specified.

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

JAMES DAVID SALTS.

Witnesses:

S. A. HASELTINE,

W. O. BARTHOLOMEW.