(No Model.)

S. D. WHAM.

CAR COUPLING.

No. 459,030. Patented Sept. 8, 1891.

Fig. 1.

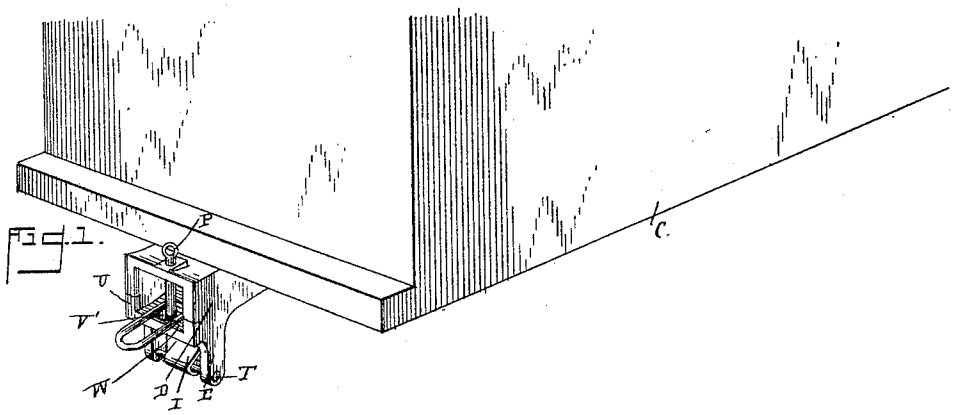


Fig. 2.

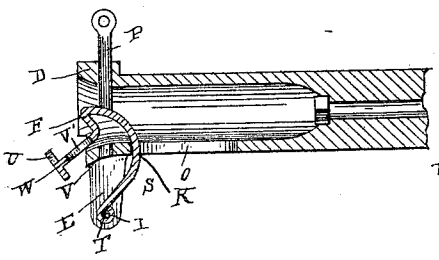


Fig. 3.

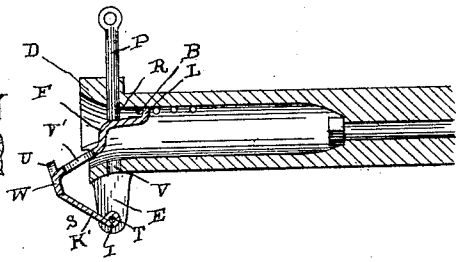


Fig. 4.

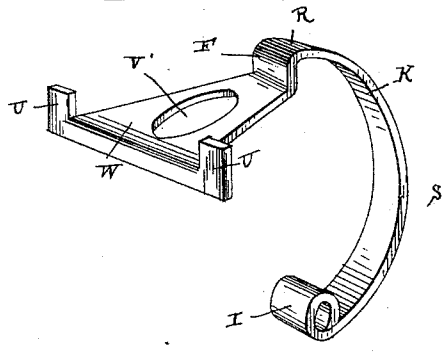
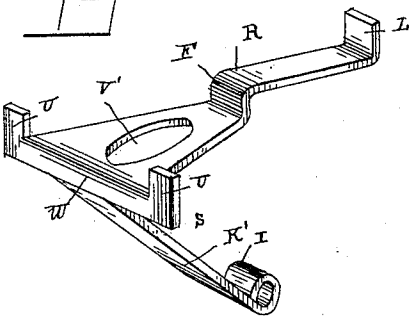


Fig. 5.



Witnesses

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STEUBEN D. WHAM, OF SALEM, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 459,030, dated September 8, 1891.

Application filed May 13, 1891. Serial No. 392,579. (No model.)

To all whom it may concern:

Be it known that I, STEUBEN D. WHAM, a citizen of the United States, residing at Salem, in the county of Marion and State of Illinois, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings, and more especially to that class thereof known as "gravity pin-supports;" and the object of the same is to produce certain improvements in car-couplings of this character.

To this end the invention consists in the details of construction hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a perspective view of the end of a car with my improved car-coupling attached, a link being shown as locked therein. Fig. 2 is a central longitudinal section of the draw-head, showing it in position to receive a link. Fig. 3 is a similar section showing a slightly-different construction of parts. Fig. 4 is a perspective detail of the pin-support used in the coupling shown in Figs. 1 and 2, and Fig. 5 is a similar view of that used in the coupling shown in Fig. 3.

Referring to the said drawings, the letter C designates a car, below which is the draw-head D, having an open bottom O and having the usual vertical pin-opening V. Ears E depend from said draw-head near its front end and are connected by a transverse bolt T.

S is a swinging catch having an eye I at its lower end, which is pivotally mounted on the bolt T, having a curved rear arm K, which extends through the opening O in the bottom of the draw-head and is adapted to serve as a support for the pin P, having a vertically-shouldered face F, having a widened portion W, provided with a pin-opening V′, and which portion is adapted to lie upon the bottom of the mouth of the draw-head, and having upturned corners U, adapted to form portions of the front end of the draw-head and to complete the shape of the same when the link is locked in position.

In the construction shown in Fig. 3 the arm K is dispensed with and another K′ is substituted. The latter passes obliquely upward and forward from the bolt T and connects directly with the center of the widened portion W, and as there is in this case no curved arm passing upwardly through the draw-head the latter does not necessarily have an opening O in its bottom. The widened portion W is in this case also provided with the hole V′, the face F, and the pin-support R; but the latter at its rear end has an upturned lug L, adapted to engage and be supported by a transverse bolt B, which is placed through one of a number of openings near the upper side of the draw-head.

In operation the swinging catch is brought forward and the pin inserted as usual with its tip resting on the portion R just in rear of the face F. As the link which hangs in the approaching draw-head strikes the widened portion W and the latter turns around its pivot T the free end of the link is raised and guided into the mouth of the draw-head, and as soon as the shoulder and face F have passed from beneath the tip of the pin P the latter falls through the link and through the opening V′ in the widened portion W. At this time the upturned corners U have completed the shape of the front end of the draw-head, and the latter may cushion the contacting force of the two cars. When the pin is raised, the swinging catch falls forward automatically, in the first construction the arm K striking the front end of the opening O, and in the second construction the lug L striking the bolt B, both means limiting the forward movement of the catch.

Considerable change in the details of construction may be made without departing from the spirit of my invention, one of which that occurs to me at this writing, although I have not illustrated it, is to provide means for raising the link from the top or side of the car.

What is claimed as new is—

1. In a car-coupling, the combination, with the draw-head having depending ears connected by a transverse bolt, the draw-head being provided with vertical pin-openings, of a swinging catch having an arm mounted on said bolt, a widened portion W normally resting on the bottom of the draw-head and having a pin-opening, a vertical face in rear of this portion, and a pin-supporting arm in rear of said face, substantially as described.

2. In a car-coupling, the combination, with the draw-head having depending ears connected by a transverse bolt, said draw-head being provided with vertical pin-openings and a number of transverse bolt-openings near its upper side, of a swinging catch S, having an arm provided at its lower end with an eye pivotally mounted on said bolt and at its upper end with a widened portion normally resting on the bottom of the draw-head and having a pin-opening, a vertical face in rear of this portion, a pin-supporting arm in rear of said face with an upturned lug at its rear end and a transverse bolt through one of said transverse bolt-openings in the path of said lug, all substantially as hereinbefore described.

3. In a car-coupling, the combination, with the draw-head provided with vertical pin-openings and a number of transverse bolt-openings near its upper side, of a swinging catch S, having an arm pivotally mounted on said draw-head and at its upper end with a widened portion normally resting on the bottom of the draw-head and having a pin-opening, a vertical face in rear of this portion, a pin-supporting arm in rear of said face with an upturned lug at its rear end, and a transverse bolt through one of said transverse bolt-openings in the path of said lug, all substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

STEUBEN D. WHAM.

Witnesses:
H. C. FELTMAN,
TILTIN WILSON.