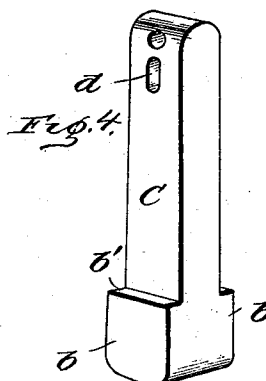
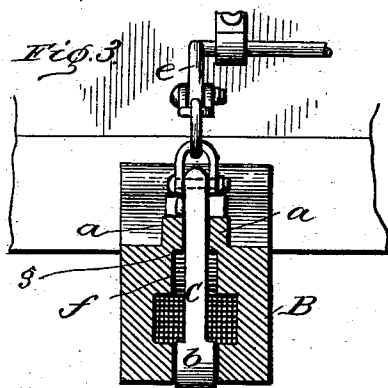
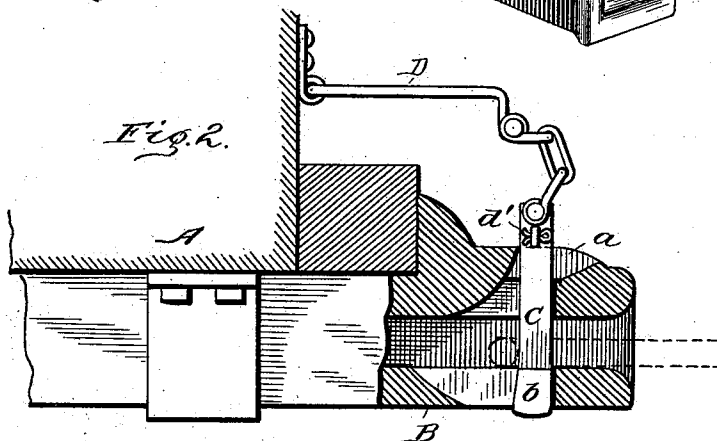
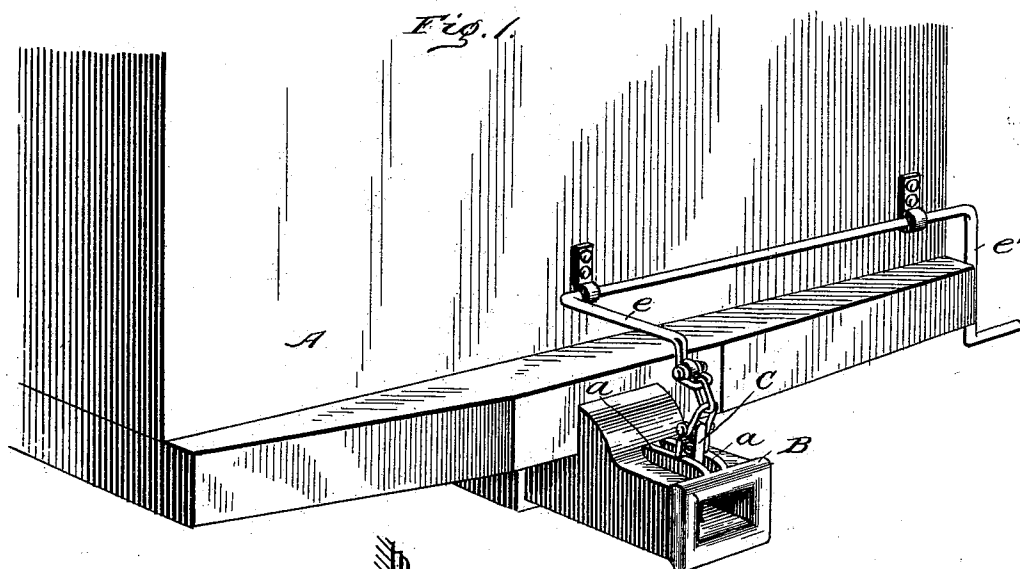


(No Model.)

W. O. MORTON.
CAR COUPLING.

No. 508,035.

Patented Nov. 7, 1893.



WITNESSES

Edwin L. Bradford
Alfred J. O'Farrell

INVENTOR

William O. Morton
By Patrick O'Farrell
Attorney

UNITED STATES PATENT OFFICE.

WILLIAM O. MORTON, OF RICHLAND, GEORGIA, ASSIGNOR OF ONE-HALF TO
FRED L. DUPREE, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 508,035, dated November 7, 1893.

Application filed July 14, 1893. Serial No. 480,455. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM O. MORTON, a citizen of the United States of America, residing at Richland, in the county of Stewart and State of Georgia, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to car couplers, and belongs to the class known as swing pin couplers, and it consists in the novel construction and combination of the several parts as shown in the drawings, described in the specification, and especially pointed out in the claim.

In the accompanying drawings, Figure 1, is a perspective view showing a fragmentary part of one end of a car with my improvement attached. Fig. 2, is a fragmentary view of a side elevation shown partly in section. Fig. 3, is a fragmentary view of an end elevation partly in section. Fig. 4, is a detail in perspective of one of the coupling pins.

Referring to the several parts by letters of reference, A indicates the body of the car to which is secured a drawhead B, provided with the usual longitudinal opening and flaring mouth for the reception of the link. Upon the upper portion of the drawhead two ribs *a a'* are formed; these ribs have their forward ends rounded, or beveled down flush with the body of the drawhead, the object of which will be presently described. Between these ribs the drawhead is slotted vertically through and through as shown in Figs. 2 and 3, and into this slot is suspended the coupling pin C, by means of a pivot pin which is inserted in the coupling pin at *d'* Fig. 2; the lower edge of the pivot pin is rounded and rests on the ribs *a a'*, permitting the pin to swing freely in the slot which is formed with vertical walls in front, and rounding or curved walls in the rear which permit the coupling pin to be swung backward when the link is inserted, and to return by gravity when the end of the link has passed that of the pin, in coupling.

To uncouple the cars I use a rod D, bent to form an arm *e* and a crank *e'*. This rod is secured to the body of the car in a manner to admit of its having a rotary movement imparted to it by operating the crank, which in turn will cause the arm to be raised or lowered. The arm *e* is connected to the coupling pin by means of shackles and links, so that the raising of the arm will draw the pin up vertically until the enlarged part or head *b* passes above the longitudinal opening and into an enlargement of the vertical slot as shown at *f* Fig. 3, when the link may be withdrawn. It will be observed that the enlarged or lower end of the pin terminates upwardly in abrupt shoulders *b' b'* which engage with projections *g g* of the drawhead, and prevent the pin from being entirely withdrawn. It will also be observed that when the lower end of the pin is carried backward by the insertion of the link, the pin will fulcrum on the upper rear wall of the vertical slot and the pivot pin will move forward on the inclined surface of the ribs *a a'*, thus enabling the coupling pin to be thrown up so that the link can pass to the rear.

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

In a car coupler a drawhead with a longitudinal opening, a slot vertical to said opening and intersecting the same, the slot narrowing abruptly above the opening and terminating between two ribs, in combination with a coupling pin, adapted to being suspended from said ribs and to swing in the vertical slot, and means for raising the pin vertically when uncoupling, the pin having shoulders or offsets that engage corresponding parts in the vertical slot, as and for the purpose set forth.

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

WILLIAM O. MORTON.

Witnesses:

A. T. FORT,
B. F. HAWES.