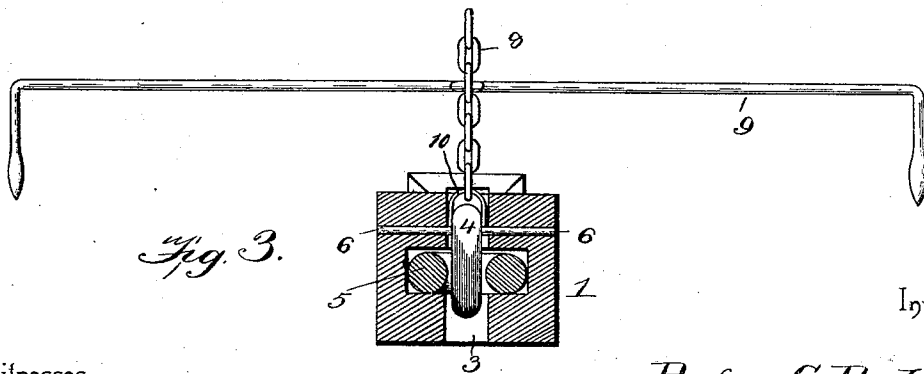
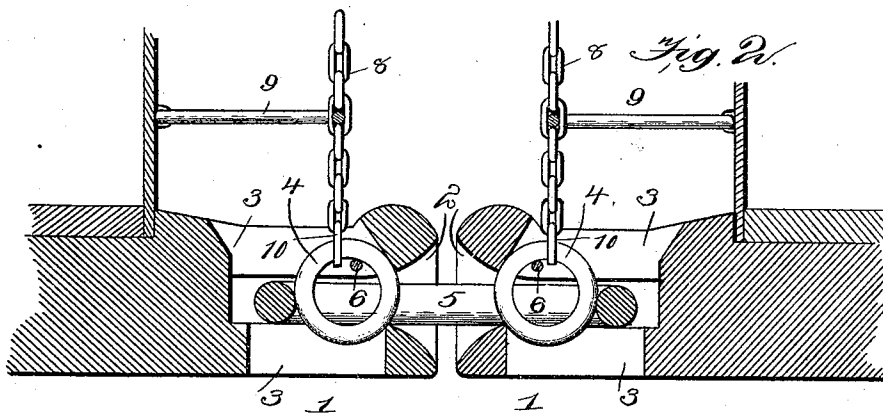
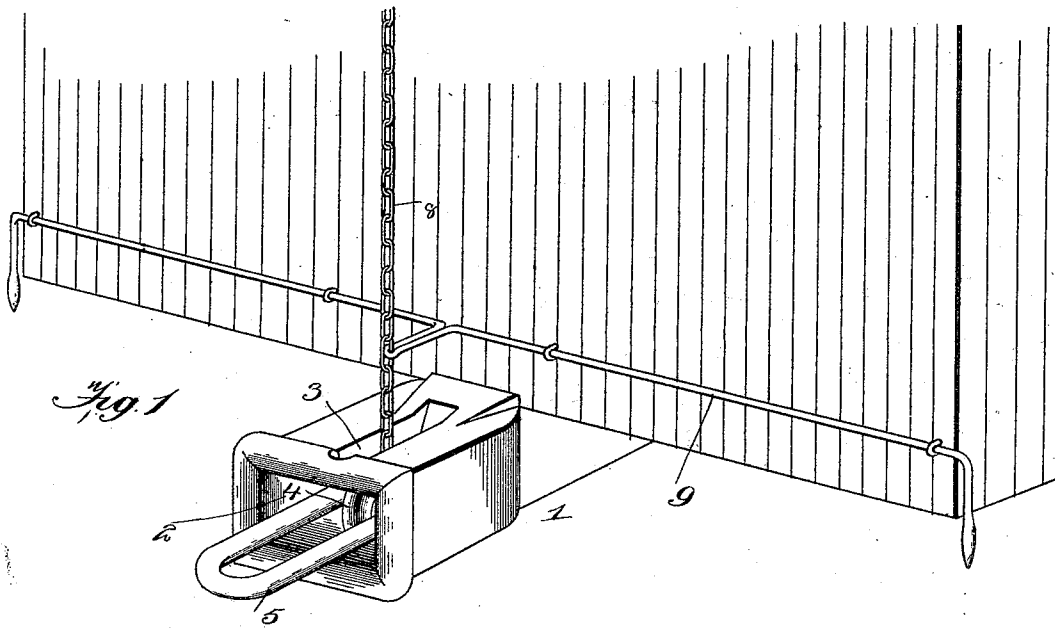


(No Model.)

R. C. BUTTS.
CAR COUPLING.

No. 515,144.

Patented Feb. 20, 1894.



Inventor

Witnesses

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UNITED STATES PATENT OFFICE.

RUFUS C. BUTTS, OF WEBB CITY, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 515,144, dated February 20, 1894.

Application filed August 23, 1893. Serial No. 483,824. (No model.)

To all whom it may concern:

Be it known that I, RUFUS C. BUTTS, a citizen of the United States, residing at Webb City, in the county of Jasper and State of Missouri, have invented a new and useful Car-Coupler, of which the following is a specification.

The invention relates to improvements in car couplings.

The objects of the present invention are to improve the construction of car couplings, and to provide a simple and inexpensive one capable of automatic coupling, and adapted to be readily uncoupled from the top and sides of a car without necessitating going between cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings:—Figure 1 is a perspective view of a car coupling constructed in accordance with this invention and shown applied to a car. Fig. 2 is a longitudinal sectional view showing two draw-heads coupled. Fig. 3 is a transverse sectional view.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a draw-head having a link cavity 2 and provided in its top and bottom with a longitudinal slot or opening 3, in which is arranged a ring 4 fitting snugly in the longitudinal slot or opening and engaging a link 5 similar to the ordinary pin-and-link coupling. The front end of the upper portion of the longitudinal slot or opening, or that portion which is in the top of the draw-head, inclines downward and outward, and when the link is coupled, the ring is drawn forward and cannot be thrown upward by the link, whereby the latter is securely coupled. The ring is mounted on a transverse pin 6 and is held at the front portion of a longitudinal slot or opening, whereby it forms a cam for holding the link; and it is automatic in its operation and drops by gravity in engagement with the link. When the link enters the draw-head for coupling the ring moves rearward and upward until the adjacent end of the link passes the ring, when the latter will fall by gravity and engage the link and remain in the opening thereof until it is lifted out of such engagement for uncoupling cars.

The operation of uncoupling may be performed from the top and sides of a car 7 by means of a chain 8, which extends to the top of the car and which has its lower end connected with the ring, and by a transversely disposed rock-shaft 9, journaled on the car across the end thereof, and terminating at its ends in handles, and provided with a central arm which is connected to the chain 8. The rock-shaft may be turned from either side of the car without going between cars, and the chain 8 is within easy reach from the top of the car. The lower end of the chain is connected to the coupling-ring by means of a link or loop 10.

It will be readily apparent that the car-coupling is simple and comparatively inexpensive in construction; that it is capable of automatic coupling; and that it may be readily uncoupled; and that it does not necessitate going between cars. It will also be apparent that with a very slight change the improvements herein set forth may be readily applied to the ordinary form of pin-and-link car-couplings.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, such as providing a lever or any other suitable means to be connected with the chain 8 at the top of the car to assist the operator in raising the chain, and similar changes.

Having described my invention, what I claim is—

In a car-coupling, the combination of a draw-head having a link cavity and provided with a longitudinal opening and having the front end wall thereof at the top of the draw-head inclined, a link, a transverse pin extending across the longitudinal opening, and a ring arranged in the longitudinal opening and mounted on the transverse pin and engaging the link, substantially as described.

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

RUFUS C. BUTTS.

Witnesses:

L. R. READ,
C. B. KEACH.