W. WARNER.

Car Coupling.

No. 62,984. Patented Mar. 19, 1867.

Fig. 2.

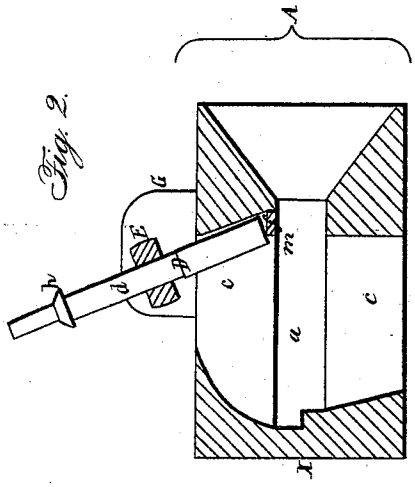


Fig. 4.

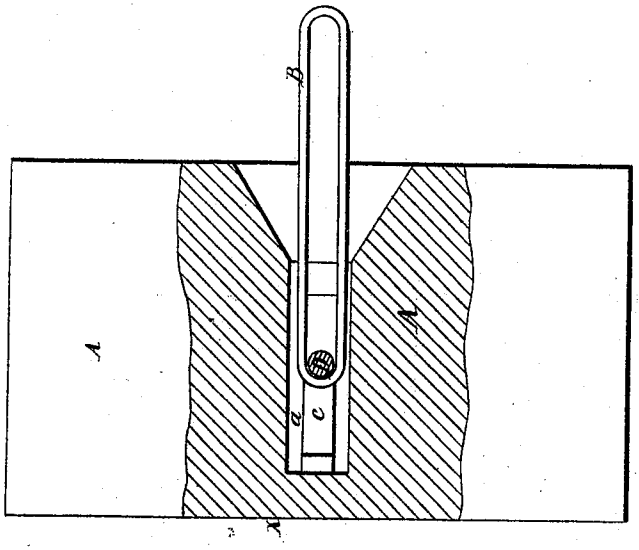


Fig. 5.

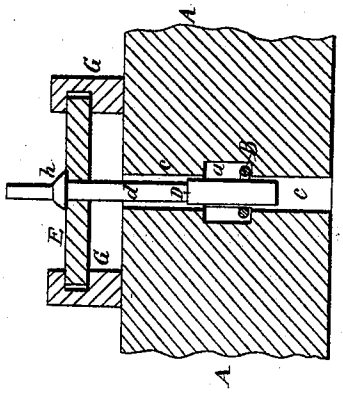


Fig. 1.

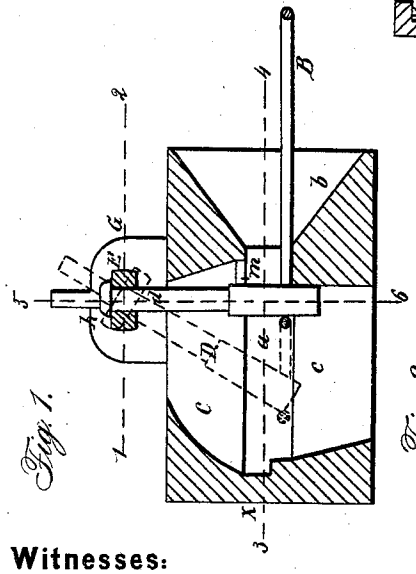
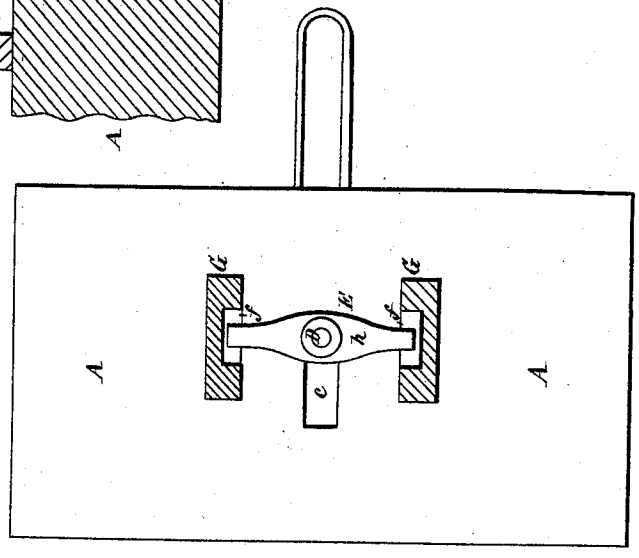


Fig. 3.



Witnesses:

Wm Albert Steel

W Wootten

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By his H. Heathcote

United States Patent Office.

W. Y. WARNER, OF WILMINGTON, DELAWARE.

Letters Patent No. 62,984, *dated March* 19, 1867.

IMPROVED CAR-COUPLING.

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, W. Y. WARNER, of Wilmington, Delaware, have invented an improvement in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

My invention consists of certain devices, fully described hereafter, whereby facilities are afforded for the ready coupling and uncoupling of railroad cars.

In order to enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation. On reference to the accompanying drawing, which forms a part of this specification—

Figures 1 and 2 are vertical sections of my improved car-coupling.

Figure 3, a sectional plan on the line 1–2, fig. 1.

Figure 4, a sectional plan on the line 3–4, fig. 1; and

Figure 5, a transverse vertical section on the line 5–6, fig. 1.

Similar letters refer to similar parts throughout the several views.

To the bumper-beam of each railroad car is secured the rear *x* of a cast-iron block, A, within which is a horizontal recess, *a*, for the reception and guidance of the link B, the latter passing into the chamber through the flaring or funnel-shaped opening *b*. There is a vertical opening, *c c*, passing through the block, and communicating with the recess *a;* and within this opening operates the pin D, the upper portion *d* of which is arranged to slide in a cross-bar, E, the opposite ends of the latter being arranged to turn and slide in elongated recesses *f f*, in projections G G, on the top of the block A. A collar, *h*, on the pin D prevents the latter from being depressed lower than is shown in fig. 1; and the pin, being enlarged at its lower end, cannot be withdrawn from the cross-bar. On introducing the link B, through the flaring opening *b*, into the horizontal recess *a*, it will move the pin D back to the inclined position shown by dotted lines in fig. 1, when the pin will drop through the link, and assume its original vertical position, the withdrawal of the link being prevented by the end *y* of the lower portion of the recess *a*, against which end the enlarged portion of the pin bears. In order that the pin D may be maintained in an elevated position, I form near the entrance of this recess, and at the front end of the upper portion of the opening *c*, a shoulder, *m*, which, after the pin has been moved to the inclined position shown in fig. 2, will serve as a support for the said pin until the latter is moved from its inclined position.

I claim as my invention, and desire to secure by Letters Patent—

1. The pin D, arranged to operate within the opening *c c*, and recess *a* of the block A, and to slide in a cross-bar, F, which can turn in projections on the said block, all substantially as set forth for the purpose specified.

2. The shoulder *m*, arranged as a support for the pin D, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

W. Y. WARNER.

Witnesses:

ISRAEL PUSEY,

J. M. SCOTT.