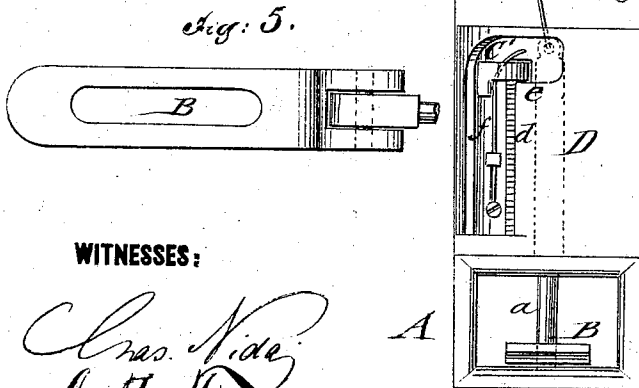
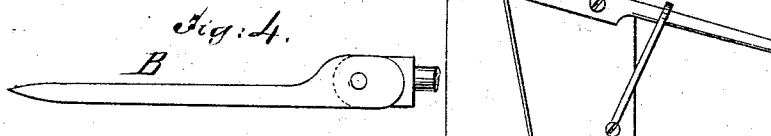
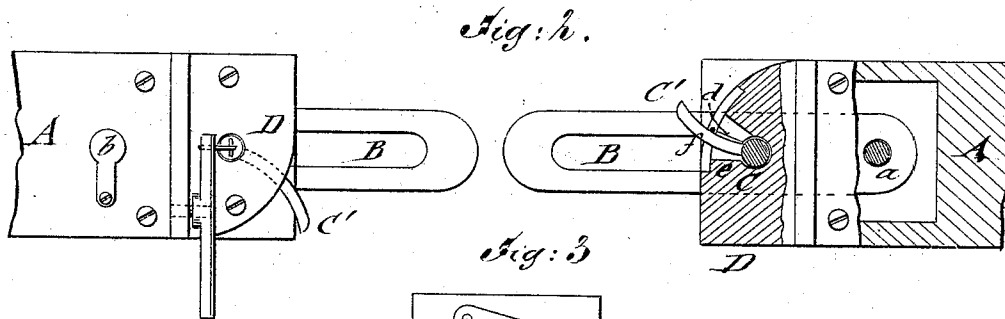
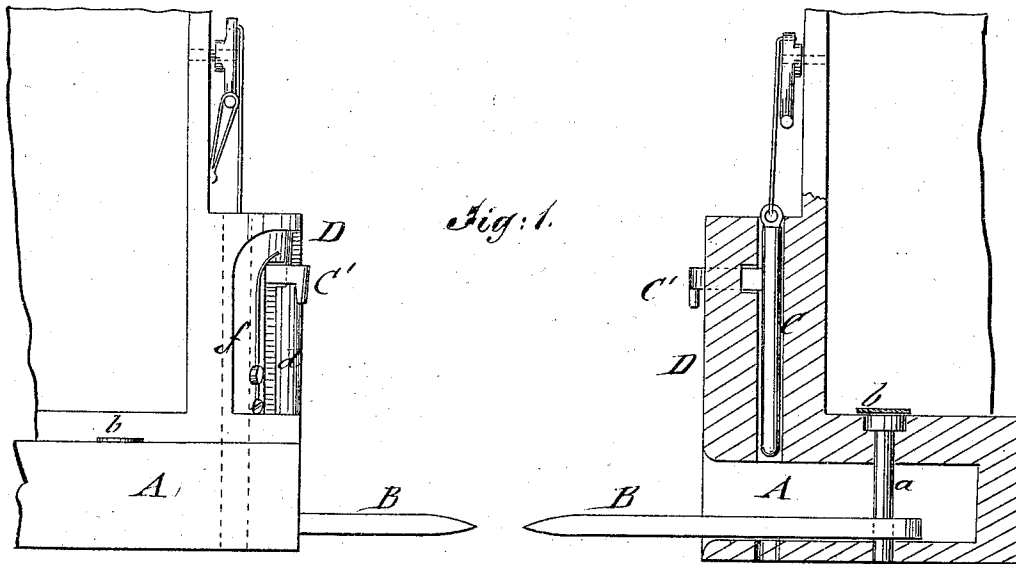


T. A. WATSON.
CAR-COUPLING.

No. 170,035.

Patented Nov. 16, 1875.



WITNESSES:

Chas. Nide
A. J. Terry

A

INVENTOR:
T. A. Watson
BY *Mumford*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

THOMAS A. WATSON, OF BENTONVILLE, ARKANSAS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **170,035**, dated November 16, 1875; application filed October 2, 1875.

To all whom it may concern:

Be it known that I, THOMAS A. WATSON, of Bentonville, Benton county, Arkansas, have invented a new and Improved Car-Coupling, of which the following is a specification:

Figure 1 represents a side elevation and vertical section of the draw-heads of my improved car-coupling; Fig. 2, a top view and horizontal section of the draw-heads; Fig. 3, a front view of the coupling; and Figs. 4 and 5, a side and top view of the coupling-link as attached to draw-head.

Similar letters of reference indicate corresponding parts.

My invention relates to an improved automatic car-coupling of simple and reliable construction; and it consists of a draw-head with coupling-link secured thereto, to be coupled by the sliding pin of the opposite draw-head, which is provided with a forward curved arm and is dropped by the contact of the same with the opposite draw-head. The curved and spring-acted arm rests on a shoulder of a top extension of the draw-head, and slides in a slot of the same.

In the drawing, A represents the draw-head of my improved car-coupling, and B the coupling-link, which is attached to the rear part of the draw-head by a pin, *a*, secured by a top cap-piece, *b*, as shown in Fig. 1, or by a hinge-joint, as shown in Figs. 4 and 5, for the purpose of playing easily in vertical direction and adjusting itself to the entering link of the connecting draw-head. The front ends of the coupling-links are rounded and tapered off to allow the ready passage of either link over the other. The coupling-pin C slides in a perforated top standard, D, of the draw-head, and is raised for uncoupling by suitable lever mechanism from the platform or top of the car, to be released, if desired, by a suitable catch-loop or other fastening device. The top standard

D of the draw-head is rounded off on one side and angular at the other, the rounded side having a vertical recess and slot, *d*, through which a curved arm, C', of the pin C extends in sidewise direction. The standard is recessed at the upper end of the slot to form a shoulder or projection, *e*, on which the curved arm is forced and held by the action of a spring, *f*, applied to the recessed part of the standard. The arm C' assumes thereby a forward direction toward the angular part of the standard or top part of the approaching draw-head, and is carried by the contact with the same toward the side, so as to clear the shoulder and allow the sliding down of the arm in the slot and the dropping of the pin.

Both pins are dropped in the same manner, and couple; therefore, the links of both draw-heads at the same time, furnishing a very substantial and reliable connection for the cars.

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

1. In automatic car-couplings, a draw-head having a front recessed and slotted top standard, in combination with a sliding coupling-pin having curved and spring-acted arm for retaining the pin in raised position and dropping it when released from the shoulder, substantially as specified.

2. The top part or guide-standard of the draw-head, being rounded off at one side for the projecting arm, and of square shape at the other side to come in contact with the arm of the coupling-pin and drop the same for coupling, substantially as specified.

THOMAS A. WATSON.

Witnesses:

S. N. ELLIOTT,
JOHN M. SIMMONS.