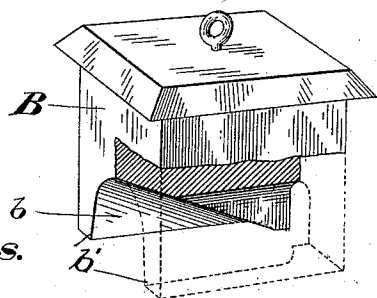
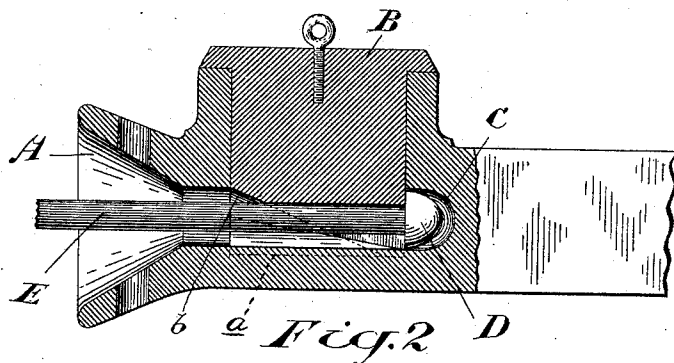
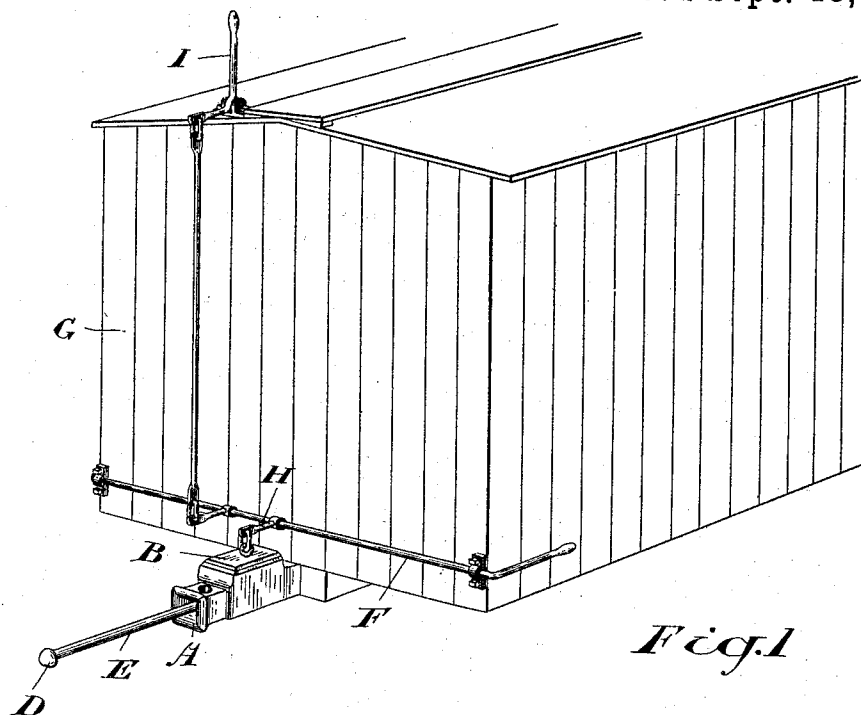


(No Model.)

J. H. COLEMAN.
CAR COUPLING.

No. 482,569.

Patented Sept. 13, 1892.



Witnesses.

Mr Cameron

John E. Cameron.

Inventor:

Joseph H. Coleman.

by Donald C. Ridout & Co.

Atty.

UNITED STATES PATENT OFFICE.

JOSEPH H. COLEMAN, OF TOTTENHAM, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 482,569, dated September 13, 1892.

Application filed March 7, 1892. Serial No. 424,034. (No model.) Patented in Canada April 4, 1892, No. 38,627.

To all whom it may concern:

Be it known that I, JOSEPH HENRY COLEMAN, of the village of Tottenham, in the county of Simcoe, in the Province of Ontario, Canada, have invented a certain new and Improved Automatic Car-Coupler, (for which I have obtained Letters Patent in Canada, dated April 4, 1892, No. 38,627,) of which the following is a specification.

The object of the invention is to devise an extremely-simple automatic car-coupler of that class in which is employed an arrow-headed link designed to fit into a socket made in the interior of the draw-head, a movable block being inserted into the draw-head in such a manner as to lock the arrow-head of the link in the socket; and it consists in the peculiar construction, arrangement, and combinations of parts hereinafter more particularly described, and then definitely claimed.

In the accompanying drawings, Figure 1 is a perspective view of my improved automatic car-coupler attached to the end of a box-car. Fig. 2 is an enlarged sectional view of my improved draw-head with its link locked in. Fig. 3 is a perspective detail of the locking-block.

In the drawings, A represents the draw-head, which may be made in any desirable design and connected to the car in any suitable manner.

B is a block made any suitable shape and design to fit into a hole of corresponding shape made in the draw-head A, as indicated. A hole *b* is made in the block B as large as the mouth of the draw-head at one end and reduced at its inner end, so as to be larger than the diameter of the body of the link.

C is a socket made in the inner end of the draw-head A, which socket is made so that the head D of the link E shall be a loose fit. When the link E enters the mouth of the

draw-head A, its head D comes in contact with the top of the hole *b*, and as the block B is loose it raises the said block until the head D passes it, and entering the socket C, its head being clear of the block B, the latter falls, the hole *b* permitting the said block to fall down behind the head D, thus locking the said head inside the socket. As the head D of the link E is thus held clear of the block B, the rocking of the link E has no effect upon the block B, as the said block receives and withstands the entire draft. On each side of the path of the link E as it enters the draw-head is a recess *a*, in which the bottom or legs *b'* of the block B enter, and thus said block is supported at top and bottom by the metal of the draw-head against the pull of the link E.

Various devices may be used for opening the coupler. I illustrate one plan, but do not confine myself to the one shown. In the plan exhibited I show a horizontal rod F, carried in proper bearings on the end of the car G. An arm H extends from the rod F and is flexibly connected to the block B, as shown. The arm H is connected to the crank-lever I, pivoted on the top of the car G. In this way the block B may be raised either from the top of the car or from either side of it.

What I claim as my invention is—

The draw-head A, having recesses *a* and a socket C made in it, in front of which is placed a movable block B, with a hole *b* made through it, in combination with a link E, having the head D formed on it, substantially as and for the purpose specified.

Toronto, February 11, 1892.

JOSEPH H. COLEMAN.

In presence of—

I. EDW. MAYBEE,
JOHN E. CAMERON.