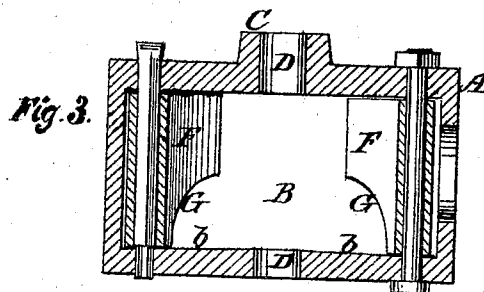
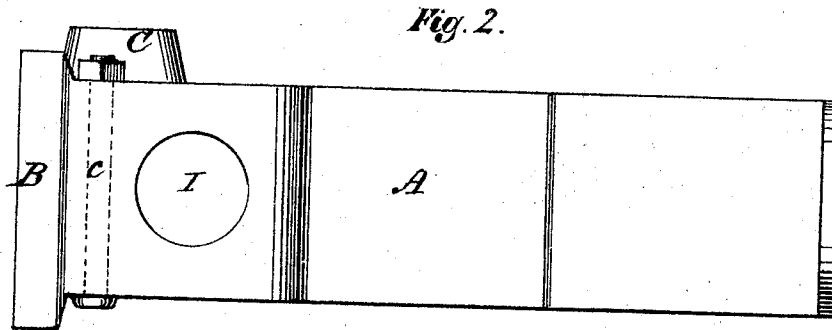
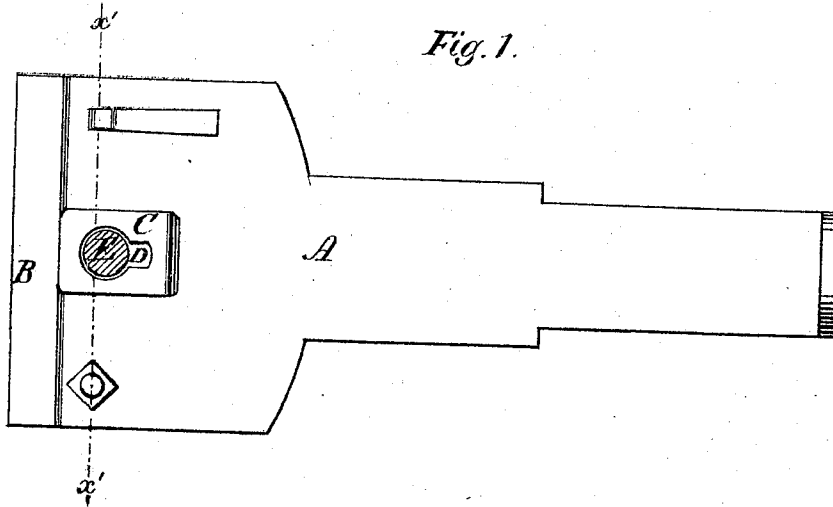


D. D. WRIGHT.

Improvement in Car-Couplings.

No. 130,779.

Patented Aug. 20, 1872.



Witnesses:

Geo. H. Artois
M. Laura Lerner

Inventor:

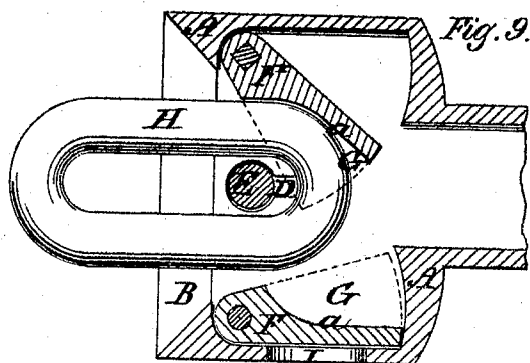
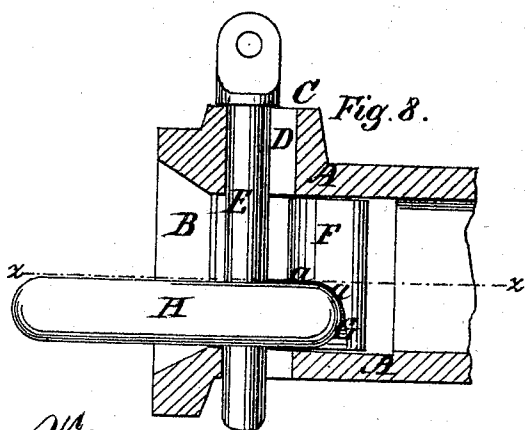
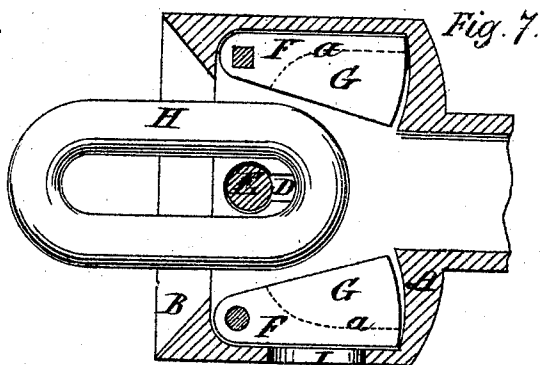
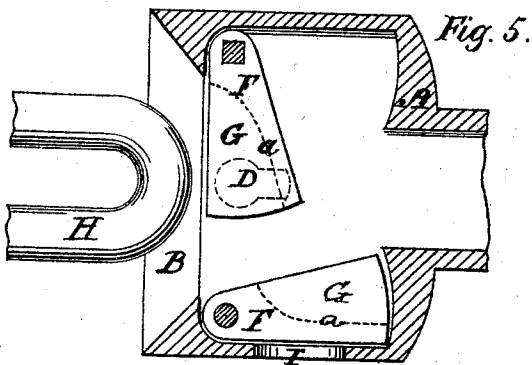
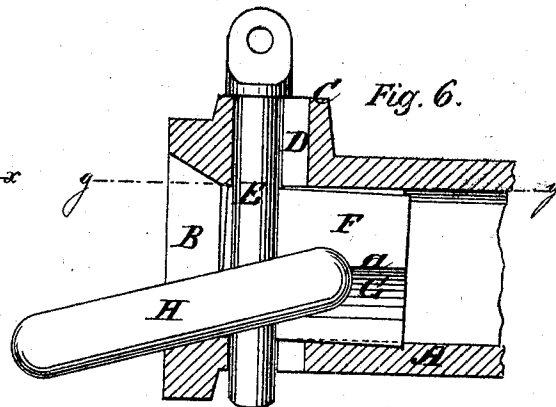
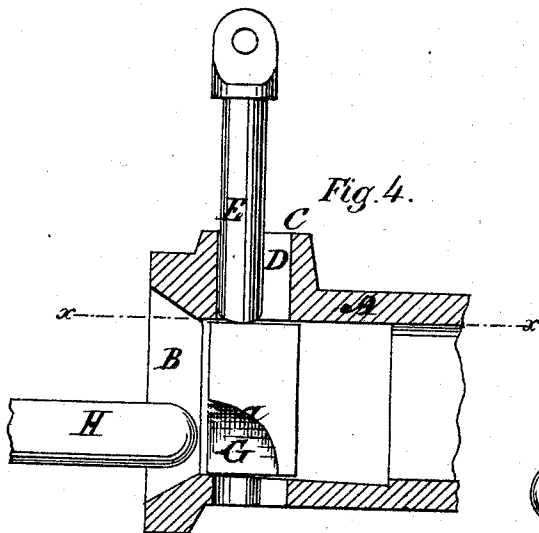
David Dolmage Wright,
By his atty.
T. H. Upherrman.

D. D. WRIGHT.

Improvement in Car-Couplings.

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Witnesses:

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Inventor:

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J. N. Opperman

UNITED STATES PATENT OFFICE.

DAVID DOLMAGE WRIGHT, OF OAKVILLE, CANADA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **130,779**, dated August 20, 1872.

To all whom it may concern:

Be it known that I, DAVID DOLMAGE WRIGHT, M. D., of Oakville, Halton county, Ontario, Canada, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full and exact description thereof, reference being had to the accompanying drawing which makes part of this specification, and in which—

Figure 1 is a top view of a car-coupler embracing my improvements. Fig. 2 is a side elevation. Fig. 3 is a vertical section taken through the line *x' x'* of Fig. 1. Fig. 4 is a longitudinal vertical section, showing the link about to be inserted in the draw-head and the pin supported on one of the swinging gates. Fig. 5 is a horizontal section through the line *x x*, Fig. 4, showing a similar position of parts. Fig. 6 is a longitudinal vertical section, showing the link as having knocked the gate from under the coupling-pin and the latter in position as when coupled. Fig. 7 is a horizontal section through the line *y y*, Fig. 6, showing a similar position of parts. Fig. 8 is a longitudinal vertical section, showing the link supported in a horizontal position by the swinging gate to couple the next car of the train. Fig. 9 is a horizontal section through the line *z z*, Fig. 8, showing a similar position of parts.

Letters Patent No. 89,544, dated April 27, 1869, were granted to me for certain improvements in car-couplers, which improvements are therein described and shown as applied to an open-sided draw-head, and the construction and arrangement of the several parts were of such nature as that they could be applied to any draw-head having open sides. My present invention has for its object the adaptation of the several parts to a cast-iron draw-head having closed sides and an open bell-shaped or square mouth, as in ordinary use; and while the swinging gates operated by the coupling-link, as described in the patent already granted, are made use of in my present construction of car-coupler, the distinctive features of the latter will be herein below given. As at present perfected, my invention consists in the combination, with swinging gates constructed with a recess or cap for holding the link in a horizontal position when coupling, of inclined bottom ways or channels in the draw-head for preventing said gates

from being swung over the link after the coupling is effected, whether the gates are operated through a hole in the side of the draw-head or by a crank, as will be hereinafter described.

In the accompanying drawing, A represents the cast-iron draw-head provided with the bell-shaped or square mouth B, as ordinarily used, having on its top the offset or socket C, having therein the compound opening D for the reception of the coupling-bolt or pin E. This opening D is made of a circle and an ellipse combined, so as to accommodate either a circular or an elliptical bolt, as clearly shown in the drawing, whereby, in either event, the bolt is kept in a perpendicular position, as required, for its certain passage through the coupling-link. Hinged to either side of the draw-head, and in front of a line passing transversely through the center of the hole for the coupling-pin, are swinging gates F for supporting from one side or the other, as the attendant may be stationed, the coupling-pin E, said gates being pushed in position by the attendant inserting his hand through the hole I, provided for this purpose, in the draw-head. These gates are provided on their front sides with a grooved chamber, or recess, G, terminating at its top in a shoulder, *a*, for the purpose of receiving therein and holding the coupling-link H in a horizontal position when it is desired to couple the next car of the train. Instead of the gates being provided with the groove or recess shown, it may have a cap thereon, under which the coupling-link may be held. Either arrangement will serve the purpose of my invention. It may happen that, after the cars are coupled and the gates are pushed back within their recesses, the jolting will cause the gates to be swung over the coupling-link, tending to bend or break it off. To avoid this the lower inner sides of the draw-head are beveled from at or near the center thereof downward and outward, as clearly shown at *b*, Fig. 3. When, therefore, either gate is pushed back into its recess by the act of coupling the cars the inclined bottom of the draw-head holds the gate away from the coupling-link, leaving the latter free to play as the cars vary in height or motion. In the drawing I have shown the gate on one side as fixed to its square-shanked pivot *c* and

turning with it. On the other side, for the purpose of illustration, the gate is shown as turning on a stationary round bolt. Either arrangement subserves the same purpose. Except in the case of the square-shanked shaft the hole in the draw-head on that side is dispensed with and the gate turned by the end of the shaft being formed to serve as a crank, as shown in Figs. 1 and 3 of the drawing.

Having described my invention, I claim—

In combination with the swinging gates F, constructed with a recess, G, or its equivalent, and operating as described, the inclined

inner bottom ways or channels *b* for preventing the gates from being swung over the link after the coupling, whether said gates are operated through an aperture in the side of the draw-head or by a crank, as herein shown and described.

In testimony whereof I have hereunto signed my name.

D. D. WRIGHT.

Witnesses:

JOHN J. NORTON,
FRENCH F. MIX.