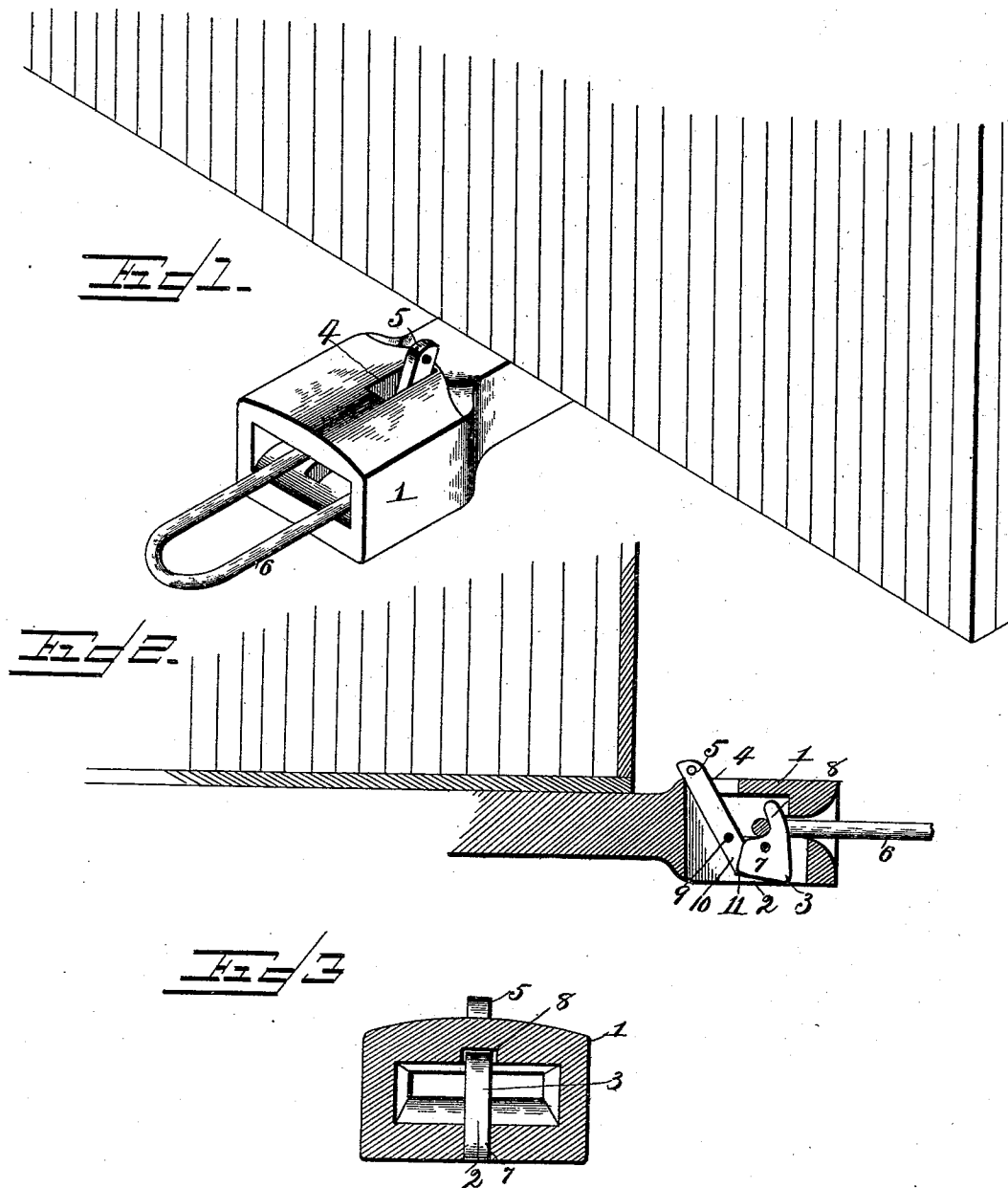


(No Model.)

W. H. STULTS.
CAR COUPLING.

No. 488,153.

Patented Dec. 13, 1892



Witnesses

W. E. Schneider
N. J. Wiley

Inventor

William H. Stults.

By his Attorneys,

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

WILLIAM H. STULTS, OF WAVERLY, ILLINOIS, ASSIGNOR OF ONE-HALF TO
A. RYNDERS AND BENJAMIN A. WITHERBEE, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 488,153, dated December 13, 1892.

Application filed August 26, 1892. Serial No. 444,080. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. STULTS, a citizen of the United States, residing at Waverly, in the county of Morgan and State of Illinois, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to simplify and improve the construction of car-couplings and to provide one which will couple automatically without necessitating a person going between cars and which may also be readily uncoupled without 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 claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. 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 longitudinal link-opening and provided in the bottom thereof with a longitudinally-disposed slot 2, in which is mounted a revolving catch 3 and having in the top of the draw-head a slot 4, through which extends the upper end of a pivoted stop-bar 5, which engages the catch and securely holds the same in engagement with a link 6. The catch consists of a polygonal lower portion 7, which serves as a weight, and an upwardly-extending hook-engaging arm 8, and the said catch is pivoted near its center and the lower weighted portion serves to maintain the upper portion or arm 8 in proper position to engage a link. The stop-bar or trigger 5 is pivoted near its lower end at 9, whereby the upper portion is heavier, and as the slot 4 is arranged sufficiently rearward over the pivot of the stop-bar to prevent the latter assuming a perpendicular position the weight of the upper portion of the

stop-bar throws the upper end rearward and holds the lower end 10 in engagement with the catch, whereby the latter is prevented from revolving and releasing the link. The rear edge 11 of the catch is inclined and the lower end 10 of the stop-bar is beveled, whereby a perfect engagement of the two parts is obtained, thereby securely coupling cars. In coupling, a link enters the draw-head and pushes the arm 8 sufficiently rearward to pass it, and when the end of the link has passed the arm 8 the lower weighted portion swings the arm 8 into its normal position, thereby coupling the cars. An outward pull on the arm 8 forces the lower portion more tightly against the lower end of the stop-bar. When it is desired to uncouple, the upper end of the stop-bar is moved forward to allow the catch to turn to release the link. The upper end of the stop-bar is provided with an eye, to which may be attached a chain which leads to the top of the car, so that the operation of uncoupling may be performed thereat, and any suitable means may be provided for moving the stop-bar rearward from the sides of the car.

It will be seen that the car-coupling is simple and comparatively inexpensive in construction, that it is automatic in its operation, and that it may be readily uncoupled without necessitating a person going between cars.

What I claim is—

1. In a car-coupling, the combination of a draw-head, a revolving catch mounted therein and provided with a weighted lower portion and having an upwardly-extending link-engaging arm, the rear face of the weighted portion of said catch being straight, and a stop-bar mounted in the draw-head and pivoted near its lower end and having its portion above the pivotal point heavier than the part below, substantially as and for the purpose described.

2. In a car-coupling, the combination of a draw-head provided in its top near its rear end with a slot, a revolving catch mounted in the draw-head and having an angular weighted lower portion with a straight rear edge and provided with an upwardly-projecting link-engaging arm, and a stop-bar pivoted near

its lower end in rear of the catch and having its portion above the pivot heavier than that below and arranged in the slot of the draw-head, said slot being sufficiently rearward of the pivot of the stop-bar to prevent the latter assuming a perpendicular position, substantially as and for the purpose described.

3. In a car-coupling, the combination of a draw-head having a longitudinal link-opening and provided in its bottom with a slot and having a slot in its upper portion, a revolving catch mounted in the draw-head and arranged in the slot in the bottom thereof and provided with an upwardly-projecting link-engaging arm and having a lower weighted portion having the rear edge thereof straight and inclined, and a stop-bar pivoted

near its lower end and having the latter beveled and having its upper ends arranged in the slot of the upper portion of the draw-head, said slot in the top of the draw-head being located sufficiently rearward of the pivot of the stop-bar to prevent the latter assuming a perpendicular position, 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.

WILLIAM H. ^{his} X STULTS.
mark

Witnesses:

A. RYNDERS,
F. H. WEMPLE.