(Model.)

D. H. SHERMAN.

CAR COUPLING.

No. 243,985. Patented July 5, 1881.

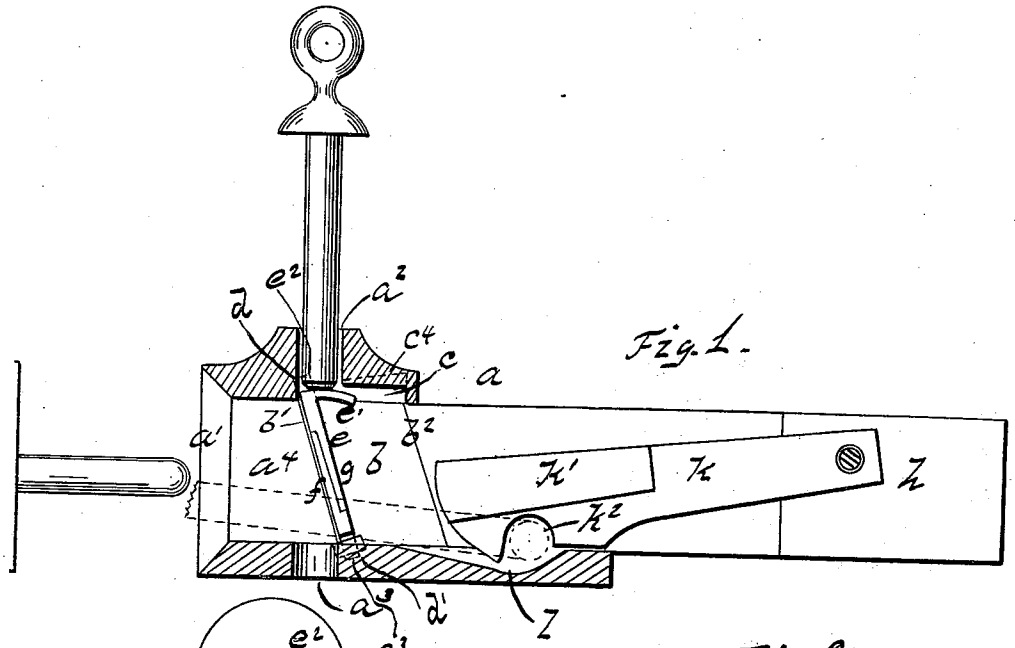


Fig. 1.

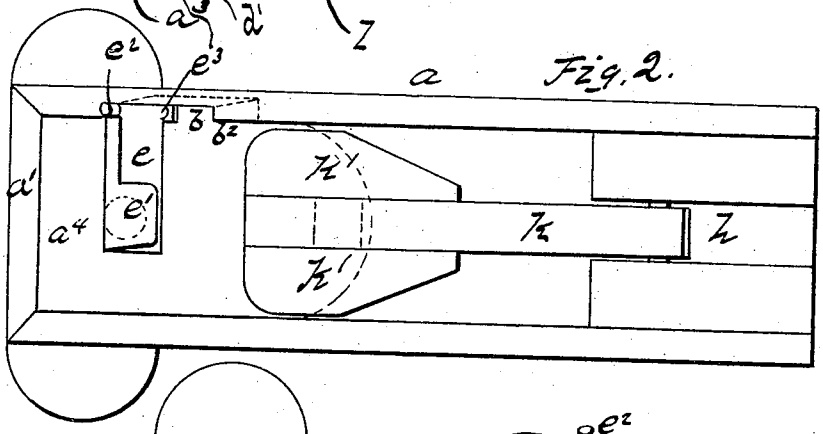


Fig. 2.

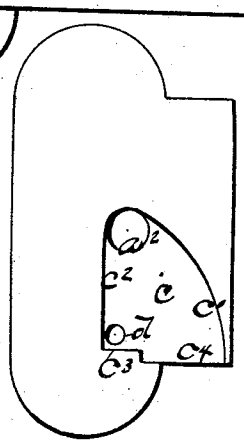


Fig. 3.

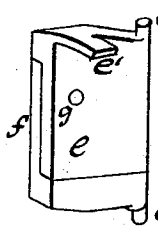


Fig. 4.

WITNESSES

E. H. Bates.

James J. Sheehy.

INVENTOR

David H. Sherman.

by Anderson & Smith

his ATTORNEYS

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

DAVID H. SHERMAN, OF WAUKEGAN, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 243,985, dated July 5, 1881.

Application filed May 21, 1881. (Model.)

To all whom it may concern:

Be it known that I, D. H. SHERMAN, a citizen of the United States, resident of Waukegan, in the county of Lake and State of Illinois, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a vertical sectional view of my car-coupler. Fig. 2 is a plan view of the same, and Figs. 3 and 4 are detail views.

This invention relates to improvements in devices for automatically coupling cars.

The invention consists in the construction hereinafter set forth.

In the annexed drawings, the letter *a* represents a draw-head having the flaring mouth a', pin-holes a^2 a^3, and inner recess, a^4, forming the interior of the head.

Cut in one side of the draw-head, back of the mouth, is the pocket *b*, having the downwardly rearwardly slanting edges b' b^2, the former wider at bottom than top. Above this pocket there is formed in the top a recess, *c*, extending to the farther edge of pin-hole a^2, and having curve c' running from this hole to the side of the head, straight edge c^2, with shoulder c^3 and rabbet c^4, the top of the recess having an upward slope from the pin-hole to the rabbet c^4. In the top and in the bottom, on the line of edge b' are made the sockets *d* d'.

Adapted to the pocket *b* in shape is the pallet-pin support *e*, having at its top the rearwardly-inclined pin-seat e' and the pintles e^2 e^3, which latter fit the sockets *d* d'. This pallet is made in two pieces, *f* *g*, each having a pintle, one the pin-seat, and the two are halved together and securely held by rivets or bolts. By this construction the pallet can readily be inserted, the two pieces separately, and put in place and riveted together.

It will be seen that the form of the pallet and the shape of the pocket and recess in the top are suited to each other, setting the pallet at an angle, and the shape of edge b' tilting its top inward.

When the pin is in position it rests on the seat e', which, being inclined rearward, prevents any jar in shunting from dropping the pin, nothing but a direct blow on the pallet effecting this. As the incoming link moves the pallet from under the pin the pallet swings on its pintles into the pocket. This pallet, tilted and hung on an angle, rises up, the slope in the top recess giving room to the top of the pallet to lift above its position when in the path of the link. This elevated situation of the pallet out of its normal place gives it a constant tendency to fall back, keeps it pressing on the link, and as soon as the latter is withdrawn it falls, to receive and support the pin, this construction rendering its return to duty certain.

In a groove, *h*, in the rear of the draw-head is pivoted a weighted pawl, *k*, which extends toward the front, and has the wings k' k' and groove k^2 in the under side at its head. The stationary link is held in this groove k^2, the wings k' resting on its sides, which holds the outer end of the link up.

In the bottom of the draw-head, just where the head of the pawl comes, there is made a depression, *l*, to fit the link, and as the inner end of the latter is held therein by the pawl the outer end is elevated for entering a higher draw-head. When the cars strike the link lifts the pawl, which keeps the latter from breaking.

I claim—

1. A pin-supporting pallet made in two pieces.

2. A pin-supporting pallet tilted and hung at an angle.

3. Pawl *k*, having wings k' k' and groove k^2, and pivoted at its rear end in the draw-head, in combination with the draw-head having depression *l*, as set forth.

4. The pawl *k*, pivoted in the draw-head, in combination with the latter and the link, as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

DAVID H. SHERMAN.

Witnesses:
D. L. JONES,
W. W. WICKHAM.