G. E. WOOD.

Car Coupling.

No. 42,710. Patented May 10, 1864.

Fig. 1.

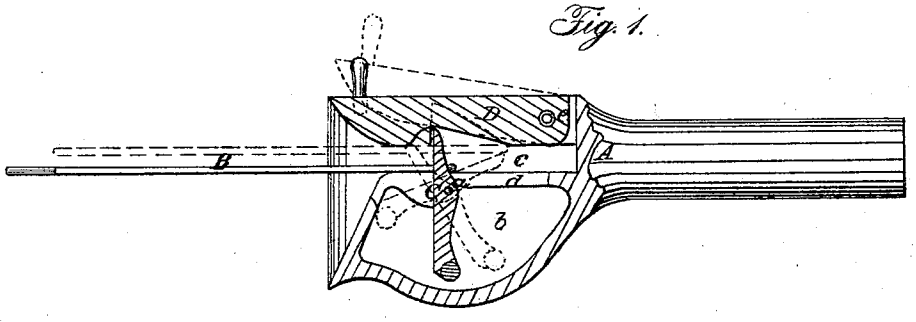
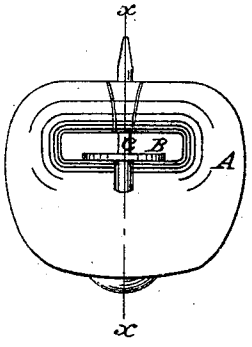


Fig. 2.



Witnesses:

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AM. PHOTO-LITHO. CO. N.Y. (OSBORNE'S PROCESS.)

UNITED STATES PATENT OFFICE.

GEORGE E. WOOD, OF PROVIDENCE, RHODE ISLAND.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **42,710**, dated May 10, 1864.

To all whom it may concern:

Be it known that I, GEORGE E. WOOD, of Providence, in the county of Providence and State of Rhode Island, have invented a new and Improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a longitudinal central section of my invention, taken in the line *x x*, Fig. 2. Fig. 2 is a front view of the same.

Similar letters of reference indicate corresponding parts in the two figures.

This invention relates to an improved car-coupling of that class which connect or couple themselves, and are commonly termed "self-couplings."

The invention consists in the employment or use of a pivoted pin in connection with a fastening arranged within a draw-head in such a manner that the link or shackle in entering the draw-head will engage itself with the pin and the latter adjust itself in a proper relative position with the fastening so as to be retained by the latter, the pin being very readily released, so as to free the link or shackle whenever it is required to disconnect the coupling, as hereinafter set forth.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents a draw head, which may be constructed of wrought or cast iron and connected to the car in the usual way. The draw-head is provided with a flaring front to admit of the link or shackle B passing readily into it, and within the draw-head there is fitted a pin, C, which swings loosely on a pivot, *a*, at a short distance from its center. The lower part of the pin C, or the part below the pivot *a*, is heavier than its upper part, so that the former will, by its own gravity, have a tendency to keep the upper part in an upright position. The lower part of the pin C swings loosely in a chamber, *b*, which is below the chamber *c*, in which the end of the link or shackle passes, a slot, *d*, being in the bottom of chamber, *c*, to admit of the free play of the pin C. In the top of the draw head A there is a fastening, D, composed of a bar which works on a pin, *e*, and has a notch made in its under side to form a shoulder, *f*, against which the upper end of the pin C catches under the pull of the link or shackle, as will be seen by referring to Fig. 1. When the link or shackle passes into the draw-head A, the former shoves back the upper part of the pin C and passes behind it on account of the superior gravity of its lower part, the pin assuming an erect position when the end of the link has passed it and extending through the link. The pin holds the link or shackle on account of its upper end coming in contact with the shoulder *f* of the fastening D. In order to release the link or shackle, all that is required is simply to raise the fastening D so that the shoulder *f* will clear the pin C.

The coupling is the same at both ends of the car.

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

The pivoted pin C, in combination with the fastening D, arranged within the draw-head A to operate in connection with a link or shackle B, substantially as and for the purpose set forth.

GEO. E. WOOD.

Witnesses:

JAMES R. SMITH,

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