

(No Model.)

J. WARD.
CAR COUPLING.

No. 300,292.

Patented June 10, 1884.

Fig. 1.

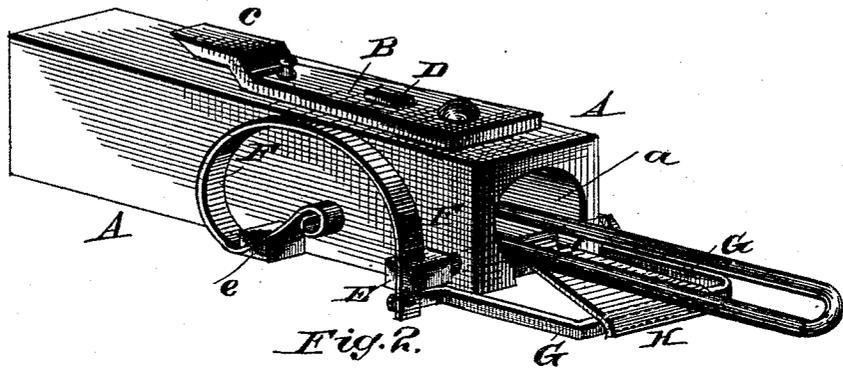


Fig. 2.

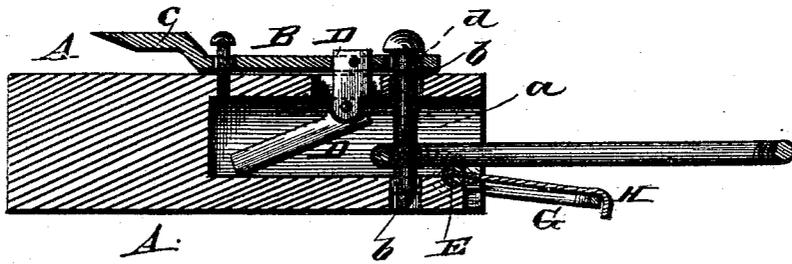
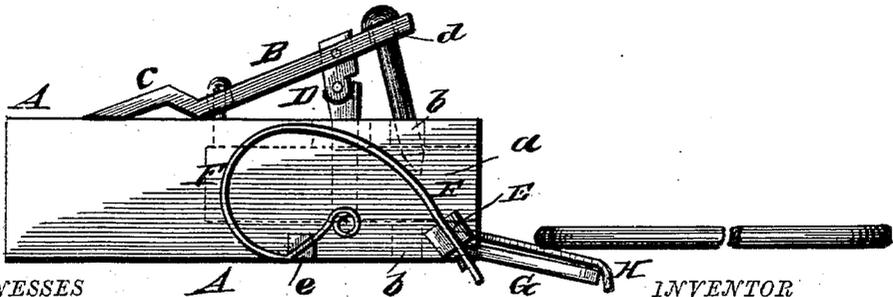


Fig. 3.



WITNESSES
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JOHN WARD, OF COUDERSPORT, PENNSYLVANIA, ASSIGNOR OF ONE-HALF
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 300,292, dated June 10, 1884.

Application filed March 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOHN WARD, a citizen of the United States, residing at Coudersport, in the county of Potter and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to car-couplings; and it has for its object to provide a device of this character which shall automatically couple the cars.

A further object of the invention is to provide a device of this character which shall be simple in its construction and certain in its operation.

A further object of the invention provides for guiding the coupling-link to the opening in the draw-head when the cars are being coupled.

The invention consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a draw-head having my improved coupling devices applied thereto. Fig. 2 is a longitudinal vertical section of the same, and Fig. 3 is a side elevation showing the position of the coupling devices when raised to receive a link.

In the accompanying drawings, in which like letters refer to corresponding parts in the several figures, A represents a draw-head which is provided with a longitudinal recess or opening, *a*, extending nearly its entire length. The draw-head is also provided with openings *b* upon its upper and lower sides, for the passage of a coupling-pin, which is of the ordinary construction. Upon the top of the draw is pivoted or hinged a plate, B, which is provided near its rear end with a raised portion, *c*. The plate B is also provided near its forward end with an opening, *d*, in which rests the upper or headed end of the coupling-pin.

D represents a standard or support, which is secured to the under side of the plate B, just in rear of the perforation *d*. This standard or support consists of two sections, which are hinged or pivoted together, as shown. The lower end of this support or standard D is adapted to rest upon the bottom of the draw-head when the plate B is raised, which is accomplished by depressing the raised portion of the rear end of the same, thus holding the coupling-pin from engagement.

E represents a shaft which passes transversely through the draw-head at its lower front end. One end of this shaft is provided with an enlarged portion, in which is secured one end of a spring, F, the other end being secured in a trunnion or post, *e*, projecting outwardly from the side of the draw-head.

G represents a bail or loop, one end of which is bent at an angle and bears against the under side of the spring F, adjacent to the enlarged portion of the shaft E. The other end of this bail or loop is rigidly secured to the opposite end of the said shaft.

H represents a plate which rests upon the bail or loop G at one end, and secured to the shaft E at its other end. This plate H is for the purpose of guiding the coupling-link in its passage to the opening of the draw-head.

The operation is as follows: The link first strikes the plate H, which guides the same into the opening of the draw-head, the plate giving slightly to the force of the shock occasioned by the link striking the same, which action is allowed by the spring-pressed shaft E, and the bail connected thereto, thus preventing the breaking of the plate H, as would ordinarily be the case were it rigid. The link enters the draw-head and strikes the hinged support from contact with the bottom of the draw-head and causing the pin to drop and thus couple the cars.

The uncoupling operation is effected by simply depressing the end of plate B, the hinged support dropping by gravity and retaining the coupling-pin in a raised position.

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

1. In a car-coupling, the combination, with a draw-head, of a plate pivoted to the upper

side thereof, said plate being provided near its rear end with a raised portion, and a coupling-pin seated in a perforation of said plate, substantially as set forth.

5 2. In a car-coupling, the combination, with a draw-head, of a plate provided at its rear end with a raised portion, a hinged support secured to the under side of the plate, and a coupling seated in an opening in the front end
10 of the same, substantially as set forth.

3. In a car coupling, the combination, with a draw-head, of a shaft having bearing in the front end of the same, a spring secured to the

end of said shaft at one end, its other end being secured to a post or trunnion projecting
15 outwardly from the draw, a bail or loop secured to the shaft at one end, its other end bearing against the under side of the spring, and a plate secured to said shaft, substantially as
20 set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN WARD.

Witnesses:

JNO. ARMAND,
NORAH MANN.