

(No Model.)

J. W. WILKS & C. WHITUS.
CAR COUPLING.

No. 483,194.

Patented Sept. 27, 1892.

Fig 1.

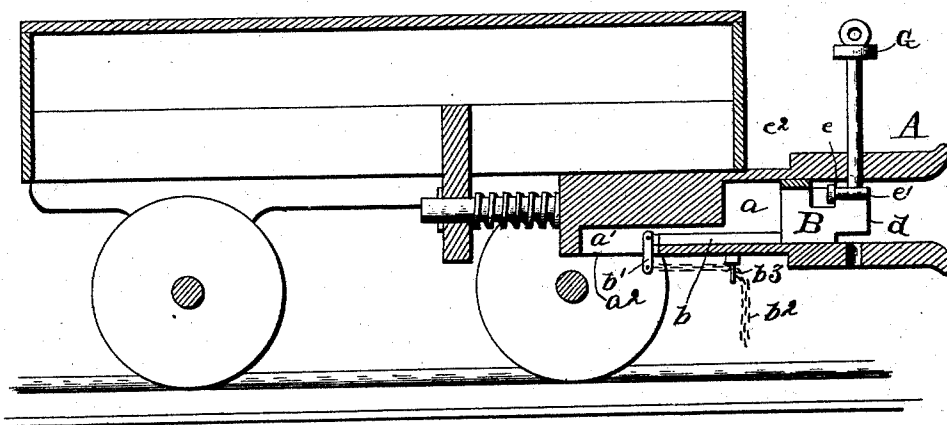


Fig 2.

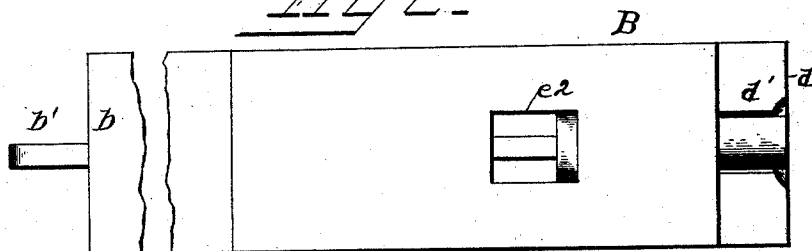


Fig 3.

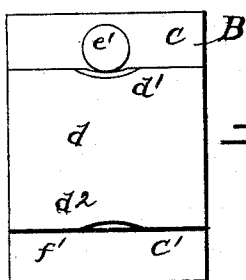
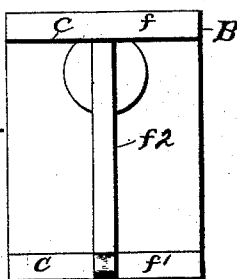


Fig 4.



WITNESSES

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 483,194, dated September 27, 1892.

Application filed January 13, 1892. Serial No. 417,969. (No model.)

To all whom it may concern:

Be it known that we, JOHN W. WILKS, residing at Wilksburg, and CHARLES WHITUS, residing at Chester, in the county of Chester and State of South Carolina, citizens of the United States, have invented certain new and useful Improvements in Car-Couplers; and we 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 of reference marked thereon, which form a part of this specification.

Our invention has relation to pin-seats in car-couplers; and it consists in the novel construction and arrangement of its parts, as hereinafter fully set out in this specification and the claims hereto attached.

In the accompanying drawings, Figure 1 is a longitudinal sectional view of a car with our invention attached. Fig. 2 is a top plan view of our pin-seat. Fig. 3 is a front end view, and Fig. 4 is a rear end view, of the same.

Our bulk-head A is constructed similar to the ordinary link-and-pin bulk-head, but having a throat *a* and *a'* large enough and deep enough to allow the head B and tail *b* of the pin-seat to move back and forth therein. In the rear end of the throat *a'* and through the under side of the bulk-head is a slot *a²*. To the rear end of the tail *b* of the pin-seat is pivoted an arm *b'*, which drops through said slot and to the lower end of which is secured a chain *b²*, which passes through an eye secured to the under part of the car sufficiently near its side to be reached without going in between the cars. There are two of these chains and eyes, the others being on the opposite side of the car. The head of the pin-seat is provided with an upper recess *c* and lower recess *c'*, leaving a nose *d*, (see Fig. 3,) having depressions *d'* and *d²*, which slightly deepen and enlarge at their outer ends. In the upper part of the head B is a longitudinal perforation *e*, through which is inserted a headed pin *e'*, just long enough that when pushed forward its front end will be flush

with the front end of the nose *d*. In the rear of said perforation is cut an opening *e²* in said head to allow said pin to move back and forth. To the end that the said pin-rest may not be too heavy and yet sufficiently strong its front end only is solid, the part immediately in rear of the head having an upper plate *f* and a lower plate *f'*, (see Fig. 4,) supported by a vertical plate *f²*, said lower plate terminating in a tail *b*. Recess *c'* is to receive the link when coupling from the bottom.

Our invention is operated as follows: When we desire to set the pin for the automatic coupling of the cars, we take hold of the chain *b²* and draw the pin-seat forward under the pin-hole. The stopping of the said seat throws the pin *e'* forward, also under the pin-hole; but in case it should not be thrown out sufficiently far we give the nose of the head a little tap, which causes the pin to move sufficiently forward. Then the coupling-pin G is placed in position, its lower end resting on the pin *e'*, as shown in Fig. 1. When the approaching car thrusts its link into the mouth of the bulk-head, it strikes the nose of the pin-seat and drives the same and the pin *e'* back from under the pin G, which falls immediately through the said link.

The office of the pin *e* is to prevent the link from striking the lower end of the coupling-pin and bouncing it up out of the coupling-hole, as is sometimes done when the plain seat is solid.

Having described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a car-coupler, substantially as shown and described, the combination of the bulk-head A, provided with a throat *a a'*, pin-seat B, its head provided with the upper recess *c* and lower recess *c'*, perforation *e*, headed pin *e'*, working in said perforation, and opening *e²* to allow the said pin to work back and forth, said pin-rest being provided with proper means to operate the same, substantially as shown and described.

2. In a car-coupler, substantially as shown and described, the combination of the bulk-head A, provided with a throat *a* and *a'*, pin-

seat B, its head provided with the upper recess *c*, perforation *e*, headed pin *e'*, working in said perforation, and opening *e''* to allow the said pin to work back and forth, said pin-
5 rest being provided with proper means to operate the same, substantially as shown and described, and for the purposes set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN W. WILKS.
CHARLES WHITUS.

Witnesses:

J. S. WILSON,
JNO. F. DOUGLAS.