

(No Model.)

F. G. PETTUS.
CAR COUPLING.

No. 261,033.

Patented July 11, 1882.

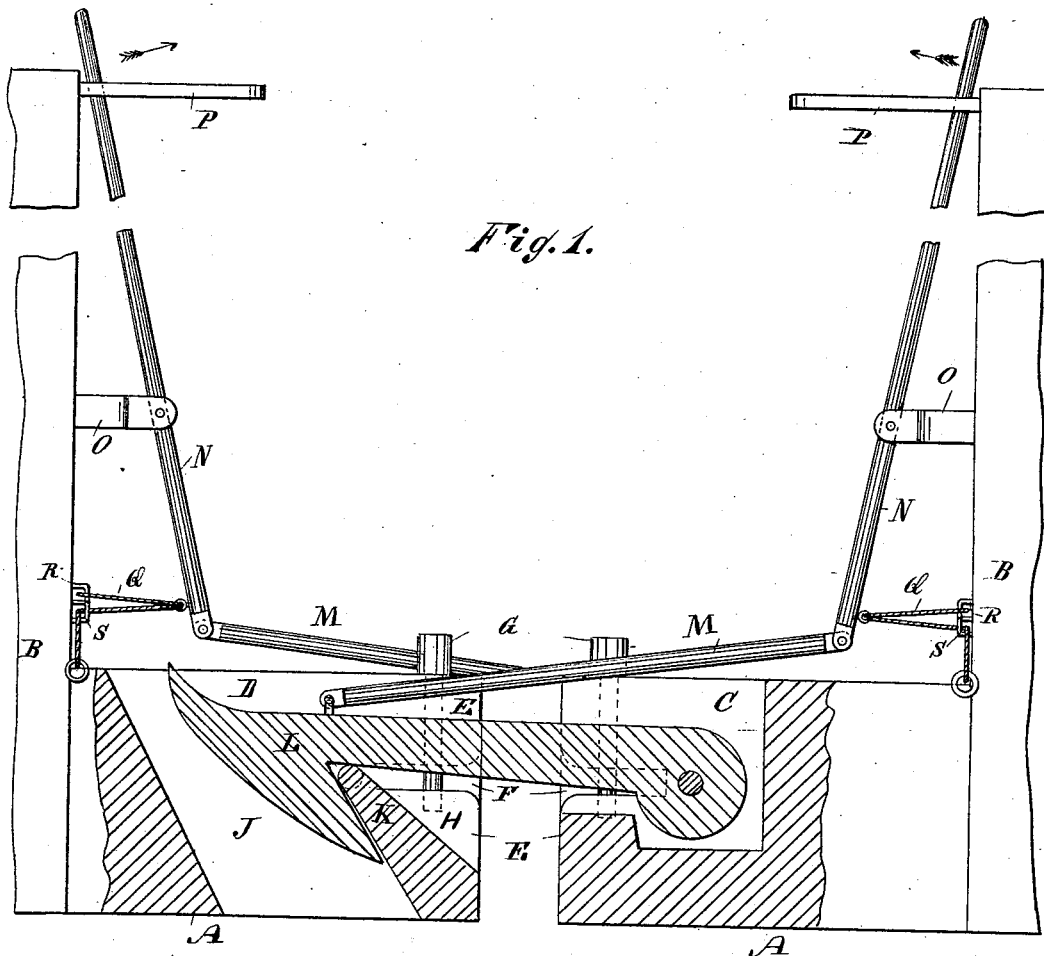


Fig. 1.

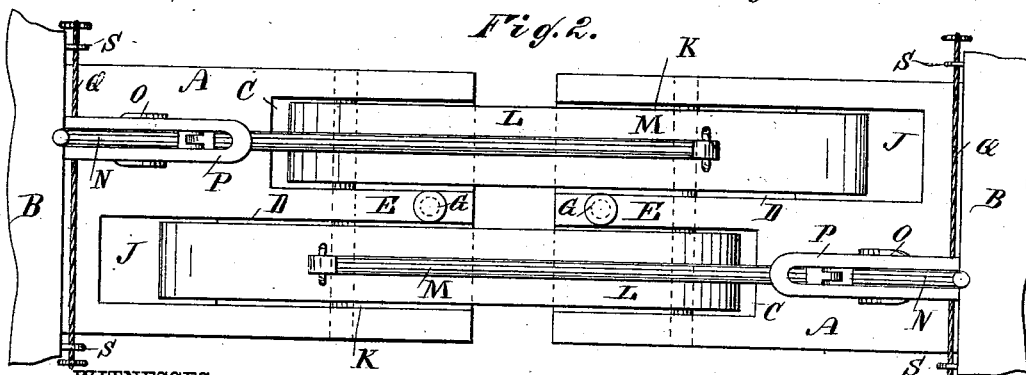


Fig. 2.

WITNESSES:

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FRANK G. PETTUS, OF MASON, TENNESSEE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,033, dated July 11, 1882.

Application filed November 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, FRANK G. PETTUS, of Mason, in the county of Tipton and State of Tennessee, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The object of my invention is to facilitate coupling and uncoupling cars rapidly and without danger.

10 The invention consists in a draw-head provided with two longitudinal recesses, one of which is provided with a transverse partition, whereas a hook is pivoted in the other, and is adapted to catch on the transverse portion in the recess of the opposite draw-head. The
15 hooks can be raised by means of a series of pivoted rods reaching to the roof of the cars, or by cords or equivalents reaching to the sides of the car.

20 Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a longitudinal elevation of the
25 ends of two cars provided with my improved coupling device, the draw-heads being shown in longitudinal section. Fig. 2 is a plan view of the same.

Each draw-head A of a car, B, is provided
30 with a vertical longitudinal recess, C, along the right-hand edge, this recess extending to about one-half the length of the draw-head. The draw-head is further provided with a longitudinal vertical recess, D, extending along
35 the left-hand edge of the draw-head, and extending almost throughout the entire length of this draw-head. A vertical partition, E, is thus formed between the two recesses C and D, and this partition is provided with a
40 horizontal recess, F, extending inward from the front edge, and adapted to receive an ordinary coupling-link. This partition is provided with a vertical aperture near its front end, adapted to receive a coupling-pin, G.

45 The front edge, H, of the recess D is beveled upward and inward, and the rear part of the recess is extended entirely through the draw-head, so that a longitudinal slot, J, will be formed, the ends of which are inclined

downward and forward, thus forming an inclined transverse partition, K, in the recess D.

In the recess C a hook, L, is pivoted.

To the outer end of the hook L a rod, M, is pivoted, the opposite end of which is pivoted to the lower end of a rod, N, pivoted to
55 a projection, O, of the end of the car. The upper end of the rod N reaches to the top of the car, and is guided in a longitudinally-slotted frame or bar, P, projecting from the end of the top of the car.

60 Cords or equivalents Q are attached to the lower end of the rod N, pass through staples or loops R on the middle of the end of the car, and through loops S at the edges of the end of the car.

65 The operation is as follows: If the cars come in contact, the hook L of one draw-head slides up the inclined portion K of the recess D of the other draw-head and drops down behind this partition, as shown in Fig. 1, whereby the cars are coupled automatically.
70 If the cars are to be uncoupled when at full speed, the brakes must first be applied to cause the ends of the draw-heads to meet, upon which the hooks L are raised by pushing the upper ends of the rods N in the directions indicated by the arrows. In the
75 yards the hooks L can be raised by pulling on the cords Q or equivalent, for by drawing on the cords the lower ends of the rod N will be drawn toward the ends of the car, and the hook L will be raised. The cars are thus coupled together firmly, and can be uncoupled and coupled rapidly and without danger.

80 A car with an ordinary link-receiving draw-head can be coupled to a car provided with my improved car-coupling, as the link can be passed into the recess F and held by the pin G.

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

90 1. The draw-head A, provided with the recesses C D, the slot J, the inclined transverse partition K, and the horizontal recess F in the vertical apertured partition E, which separates the recesses C D, substantially as shown and described, whereby the said heads are adapt-

ed to be used either with coupling-hooks or an ordinary coupling-link, or both, as set forth.

2. In a car-coupling, the combination, with the pivoted coupling-hooks L, of the rod M, 5 pivoted to the said hooks, the rods N, pivoted to the end of the car and to the rod M, and the cords Q, attached to the lower end of the

rod N, and passing through loops on the end of the car, substantially as and for the purpose set forth.

FRANK GURNEY PETTUS.

Witnesses:

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