(No Model.)

J. A. PORTER.

CAR COUPLING.

No. 261,479. Patented July 18, 1882.

Fig. 1.

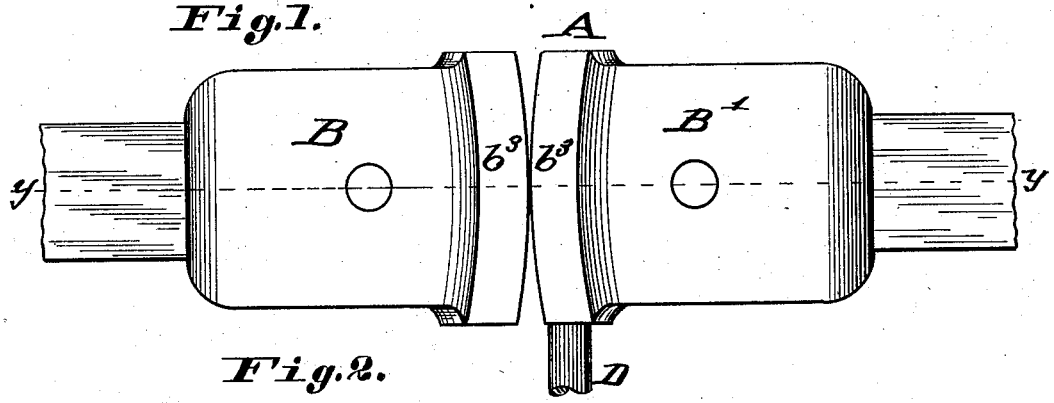


Fig. 2.

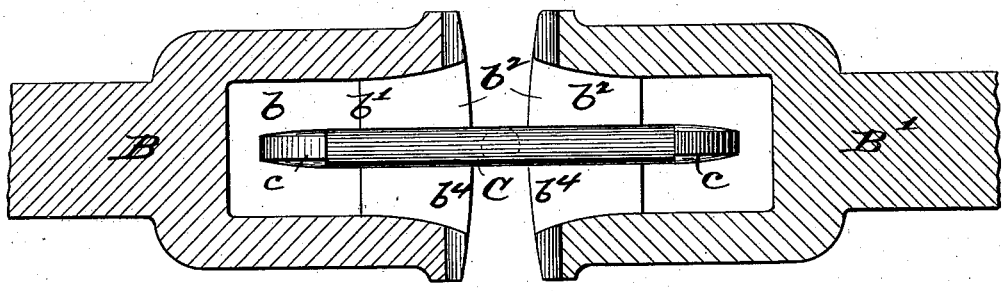


Fig. 3.

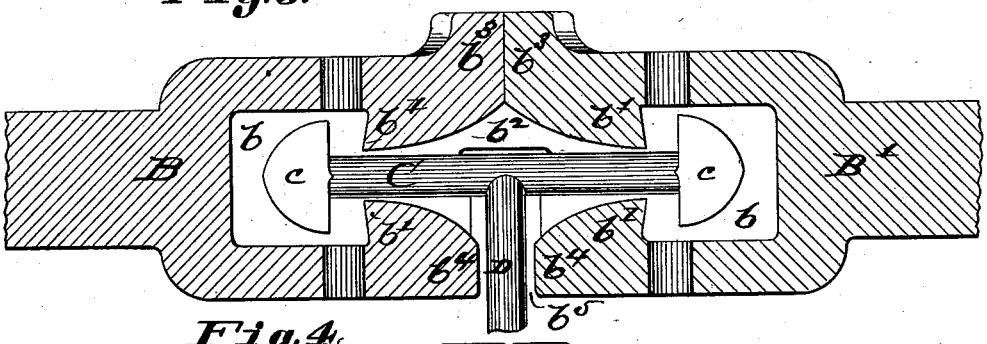
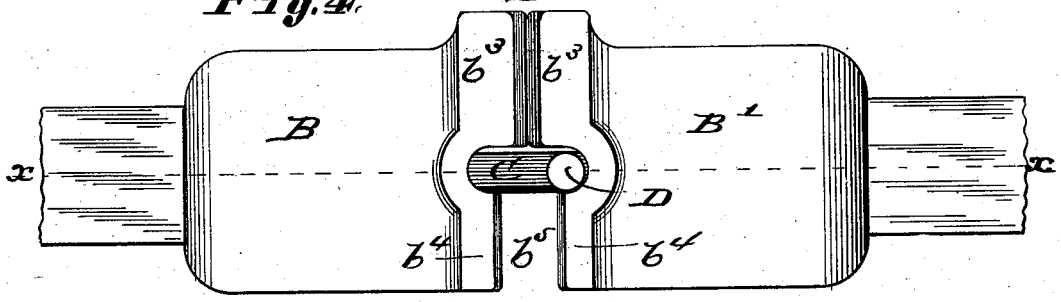


Fig. 4.



Attest:
Charles Pickles
Fred'k Gear

Inventor:
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by C. D. Moody atty

UNITED STATES PATENT OFFICE.

JOHN A. PORTER, OF ST. LOUIS, MISSOURI, ASSIGNOR OF TWO-THIRDS TO WILLIAM L. HUSE AND JAMES L. HUSE, BOTH OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,479, dated July 18, 1882.

Application filed January 27, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. PORTER, of St. Louis, Missouri, have made a new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a plan of the improved coupling; Fig. 2, a horizontal section taken on the line *x x* of Fig. 4; Fig. 3, a vertical section taken on the line *y y* of Fig. 1, and Fig. 4 a side elevation.

The same letters denote the same parts.

I have heretofore made an improvement in car-couplings wherein the coupling is effected by means of a double-headed bolt, the draw-heads being chambered out to receive the bolt-heads, and the bolt, after its insertion in the draw-heads, being held therein by turning it around so as to bring the shoulders of the heads to bear against shoulders within the draw-head chambers, and the bolt being provided with a handle by means of which the bolt can be manipulated. In the construction referred to the handle of the bolt, after the coupling is accomplished, is turned downward, coming between the opposing draw-heads, and the flanges surrounding the mouths of the latter project uniformly around the mouths—that is, the flange above the draw-head mouth projects equally with the flange beneath the draw-head mouth. To such construction this objection exists: When the cars are closed together, which frequently occurs in moving freight-cars, the handle of the bolt is caught and held between the flanges below the draw-head mouth, preventing the draw-heads from being uncoupled.

To obviate this objection and to enable the draw-heads to be uncoupled, even when the cars are brought together and the draw-heads are bearing against each other, are the aim of the present improvement, which is supplementary to the one referred to, and as follows:

A represents the coupling. The draw-heads B B′ are chambered out at *b b*, and are provided with the shoulders *b′*, and the mouths b^2 are elongated laterally, as in the original construction. The coupling-bolt C is also, as before, furnished with the flattened heads *c c* and the handle D, and the coupling and uncoupling are effected in substantially the same manner. In place, however, of making the flanges around the draw-head mouths to project equally above and beneath the mouths, the draw-heads are made so that the bolt-handle shall swing freely to and from a vertical position to a horizontal, even when the opposing faces of the draw-heads are bearing against each other, as seen in the drawings, where the flanges b^3 b^3 project farther than the flanges b^4 b^4, and sufficiently to provide a space, b^5, in which the handle D can be moved so as to be able to withdraw the bolt from the draw-heads when the flanges b^3 b^3 encounter each other. The shoulders *b′* are slightly inclined, as shown in Fig. 3, the object thereof being to enable the bolt to be held more securely in the draw-head when the bolt is inclined to the longitudinal axis of the draw-head.

I claim—

The combination of the draw-heads B B′, having the shoulders *b′*, the laterally-elongated mouths b^2, and the flanges b^3, projecting beyond the lower flanges, b^4, and the coupling-bolt C, having the flattened heads *c c* and the handle D, substantially as described.

JOHN A. PORTER.

Witnesses:
C. D. MOODY,
A. E. COLBY.