

(No Model.)

J. Q. THOMAS.

CAR COUPLING.

No. 263,995.

Patented Sept. 5, 1882.

Fig. 1.

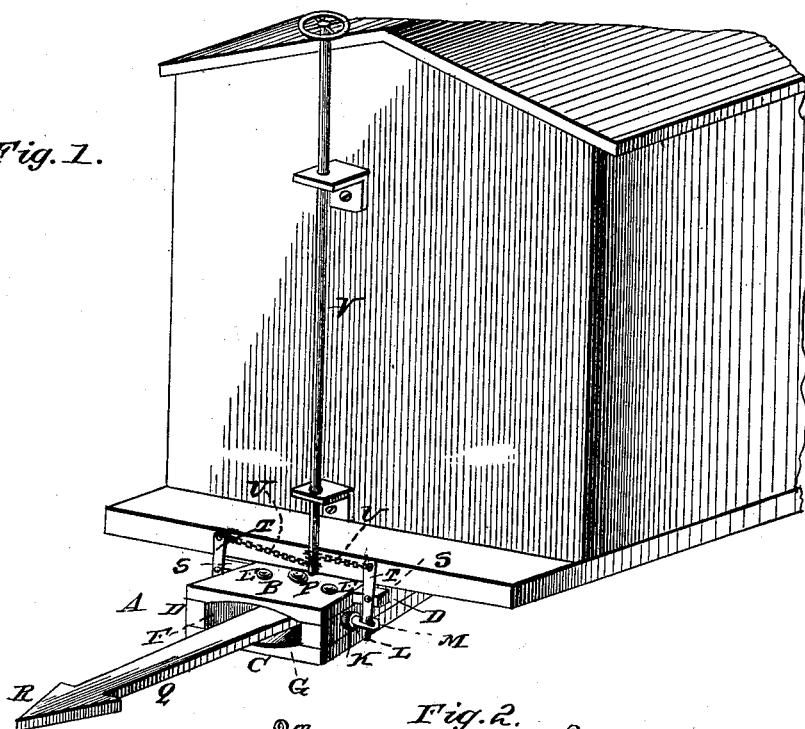


Fig. 2.

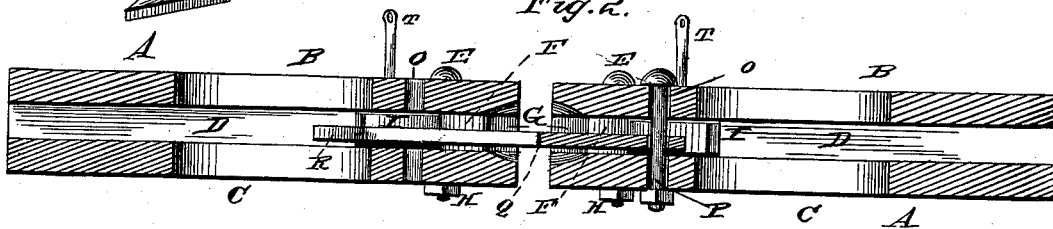
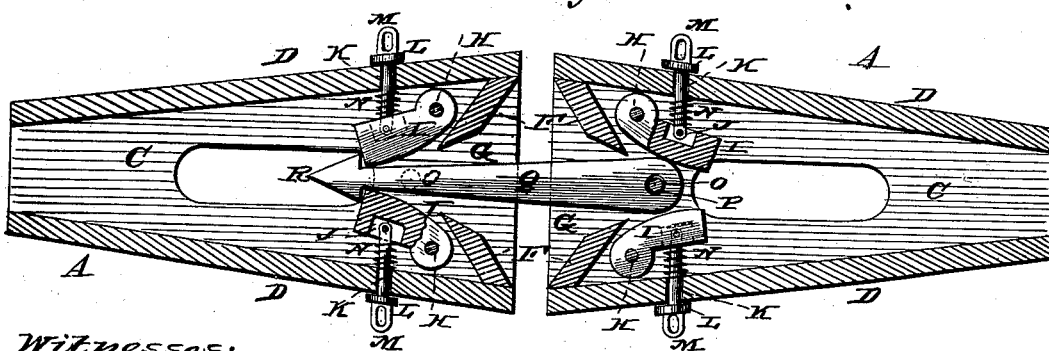


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN Q. THOMAS, OF LONGVIEW, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 263,995, dated September 5, 1882.

Application filed July 13, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN Q. THOMAS, of Longview, in the county of Christian and State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view. Fig. 2 is a longitudinal vertical sectional view, and Fig. 3 is a horizontal sectional view.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to automatic or self-acting car-couplings; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, A represents the draw-head, which consists of top and bottom plates, B C, held apart or spaced by flanges D and connected by bolts E. The flanges F at the front end of the draw-head are made diverging from the mouth or opening G, which is provided for the reception of the coupling hook or link.

Upon vertical bolts H H, rear of and at the sides of the mouth or opening G, are pivoted a pair of tongues, I, the outer sides of which have recesses J to receive the ends of arms or bolts K, which are pivoted in said recesses. The said bolts K extend through the side flanges, D, of the draw-head, where they are provided with heads L and eyes M.

Springs N are coiled upon the bolts K between the flanges D and tongues I, which lat-

ter are thereby forced in an inward direction toward each other.

A central vertical opening, O, is provided in the draw-head for the reception of a coupling-pin, P, upon which is pivoted the coupling-hook Q, the projecting end of which has an arrow-head, R, to engage the spring-tongues I of the next adjoining draw-head.

The sides of the draw-head are provided with brackets S, to which are pivoted levers T, the lower ends of which work in the eyes M of the bolts K. The upper ends of said levers are connected by ropes or chains U with a vertical shaft, V, mounted in suitable bearings and extending to the platform or top of the car, where it is provided with a crank or handle. By revolving said shaft the chains U are wound upon it, thus operating the levers T and throwing the tongues I out of engagement with the coupling-hook.

I claim and desire to secure by Letters Patent of the United States—

The draw-head A, consisting of plates B C and flanges D E, and provided with laterally-projecting brackets S, in combination with the pivoted tongues I, bolts K, having heads L and eyes M, springs N, vertical levers T, vertical shaft V, connecting-chains U, and the pivoted coupling-hook Q, having arrow-head R, all arranged and operating as herein shown and specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN QUARLES THOMAS.

Witnesses:

AUSTIN PEAY,
W. W. WARE.