(No Model.)

G. W. WATTS.

CAR COUPLING.

No. 266,931. Patented Oct. 31, 1882.

Fig. 1.

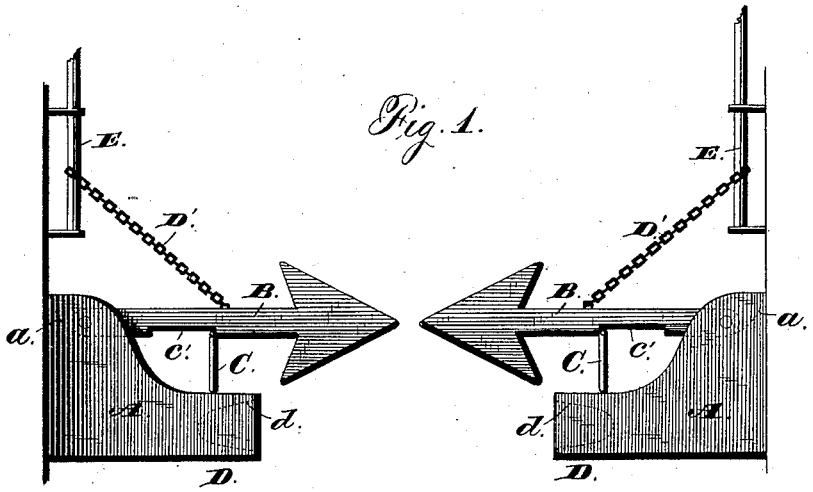


Fig. 2.

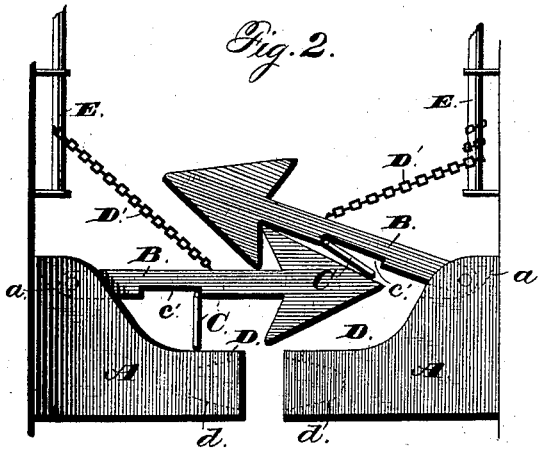
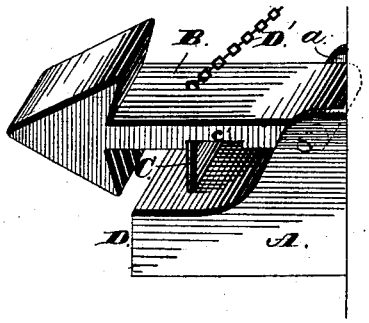


Fig. 3.



Witnesses:
Jas. E. Hutchinson.
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Inventor.
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By his Attorney.
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UNITED STATES PATENT OFFICE.

GEORGE W. WATTS, OF DURHAM, NORTH CAROLINA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 266,931, dated October 31, 1882.

Application filed September 6, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. WATTS, a citizen of the United States, residing at Durham, in the county of Durham and State of North Carolina, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

The object of this invention is to provide an improved automatic car-coupler in which the coupling device shall at all times be in position for use and the strain equally distributed after the cars have been coupled together. This object I accomplish in the manner and by the means illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the invention with the parts in position for coupling two cars together. Fig. 2 illustrates the same coupled together. Fig. 3 is a perspective view of my improved coupling.

A indicates the draw-head, which is provided with a rear upward extension, having a recess, *a*, in which the arrow-headed bar B is pivoted. The bottom of this recess forms a seat for the rear end of the hook or draw-headed bar, whereby the latter will normally lie in a horizontal position. A supporting-plate, C, is pivoted to the under side of this arrow-headed bar, and drops upon a forward extension, D, of the draw-bar when the pivoted arrow-headed bar is in the horizontal position indicated in Fig. 1.

D′ indicates a chain, which is attached to the arrow-headed bar and connected with an upper vertical rod, E, supported in bearings attached to the car, and provided at its top end with a hand-wheel, which can be operated by the brakeman either from the platform or the top of the car, according to the length of the rod. By turning the hand-wheel the rod will be rotated and the chain wound thereon, so as to raise the arrow-headed bar in uncoupling.

Suppose, now, the opposing draw-heads of two cars to be in position ready for coupling, as illustrated in Fig. 1. In such case the arrow-headed bars will be in or about in horizontal planes, and the drop-plates C will assume a vertical position and rest upon the draw-head. When the cars approach each other and the wedge-shaped or arrow-headed ends of the bars meet one will ride over the other until they engage, as shown in Fig. 2. The plate C of one bar will close in a recess, *c′*, in the said bar, while the drop-plate of the remaining bar will retain its vertical position, and thereby serve as an auxiliary support to the same and relieve its pivot of considerable strain while the cars are in motion. Both bars are recessed and provided with a drop-plate, so that no matter which bar comes uppermost the operation will be the same. The draw-head is provided with a forward extension, F, in which a bell-mouthed recess, *f*, is formed and a vertical bore provided for a coupling-pin, so that when preferred the cars can be coupled together in the ordinary way.

What I claim is—

1. The combination, in a car-coupling, of the pivoted arrow-headed bar with the drop-plate C, pivoted to said bar, and adapted to rest, when in a vertical position, upon the draw-head, substantially as described.

2. The combination, in a car-coupling, of the draw-head with the pivoted arrow-headed bar formed with a recess in its under side, and the pivoted drop-plate C, adapted to fit in said recess when forced into a horizontal position, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

GEO. W. WATTS.

Witnesses:

BENJAMIN N. DUKE,

J. P. BECKWITH.