

(No Model.)

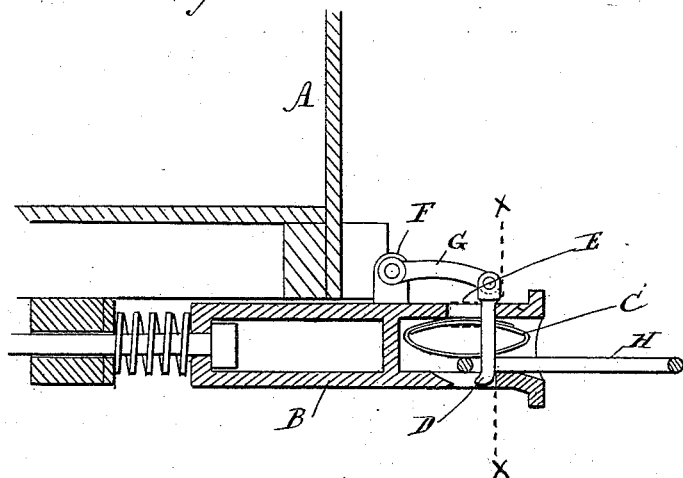
G. L. WALTON.

CAR COUPLING.

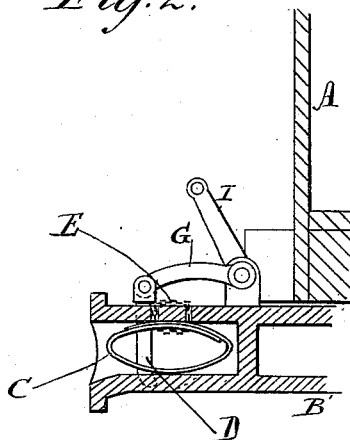
No. 347,537.

Patented Aug. 17, 1886.

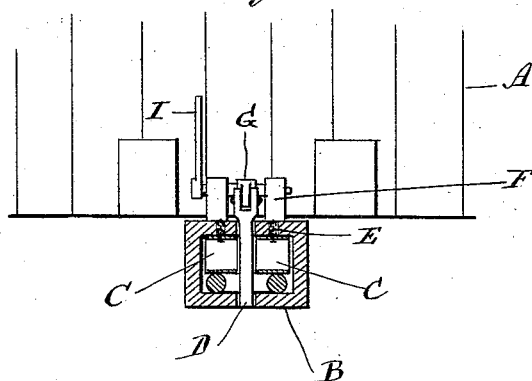
*Fig. 1.*



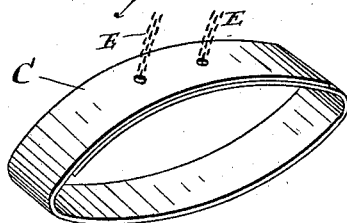
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE L. WALTON, OF BOUGERE, LOUISIANA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 347,537, dated August 17, 1886.

Application filed January 23, 1886. Serial No. 190,132. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE L. WALTON, of Bougere, in the parish of Concordia and State of Louisiana, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

This invention consists in providing an ordinary draw-head in cars with elliptic springs placed longitudinally in said draw-head, so as to hold a coupling-link in a horizontal position to enter a corresponding draw-head in an approaching car to be coupled automatically.

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

Figure 1 represents a vertical longitudinal central section of an ordinary draw-head and a fragment of a car with my improvements applied thereto, and showing a coupling-link in position therein to enter a corresponding draw-head, represented in Fig. 2. Fig. 2 is a sectional view similar to Fig. 1, with the springs and draw-bolt in position to receive and connect the coupling-link in Fig. 1. Fig. 3 is a cross-section through the dotted line *x x* of Fig. 1. Fig. 4 is a perspective view of an elliptic spring detached from the draw-head, showing the openings to receive suspension-chains, as hereinafter described.

A in the accompanying drawings represents a sectional view of so much of the body of a car as is necessary to illustrate my invention. Under the bottom of the car is secured a spring draw-head, B, in the usual manner and of the ordinary construction. On the interior of this draw-head B are secured two elliptic springs, C, one on either side of a draw-bolt, D, as shown in Fig. 3. The elliptic springs C are secured to the upper side of the draw-head B by means of chains E, so that their lower sides may nearly touch or rest upon the bottom of the draw-head, and be maintained in position parallel with the draw-head and coupling-link, as represented in Figs. 1 and 2.

Pivoted to studs F, projecting from the upper side of the draw-head B, is a lever, G, to which the draw-bolt D is pivoted, so as to be raised to uncouple the connecting-link H, and lowered to be in position to couple the link by its own gravity.

To withdraw the bolt D from the coupling-link H without entering between the ends of

the cars, a handle, I, is provided, to be operated from the platform of the car or from the ground, as shown in Figs. 2 and 3, or top of car.

In order that the draw-bolt D may adapt itself to admit the coupling-link H into the draw-head, and to enter the link without being raised and lowered by the lever G, the draw-head is slotted on its upper and lower sides, through which slots the draw-bolt D passes, so as to have a longitudinal swinging movement from its pivoted end, to permit the coupling-link to pass beneath its swinging end, and to drop back of its own gravity to a perpendicular position, to couple the link, as shown in Fig. 1. After the coupling-link H has passed beneath the springs C and the draw-bolt is in position, as represented in the several figures, the coupling-link will be held horizontally, so as to enter a corresponding draw-head, to be coupled therewith automatically as the two cars approach each other. By placing the springs C within the draw-head—one on either side of the draw-bolt D—the coupling-link is maintained firmly in a horizontal position by the pressure of the springs on its two sides, confining it between the bottom of the draw-head and the lower sides of the springs. By this construction and arrangement of the several parts composing my coupling for cars it will be understood that the coupling-links H will always be maintained in the proper position by the pressure of the springs upon the sides thereof to enter corresponding draw-heads in other cars, and cannot become uncoupled, except the draw-bolt D be raised by the lever G, as represented.

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

1. The combination, with the draw-head having the pivoted draw-bolt, of the parallel springs disposed one at each side of said bolt, substantially as and for the purpose set forth.

2. The combination, with the draw-head having the pivoted draw-bolt, of the suspended springs, one disposed at each side of said bolt, substantially as and for the purposes specified.

GEORGE L. WALTON.

Witnesses:

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