

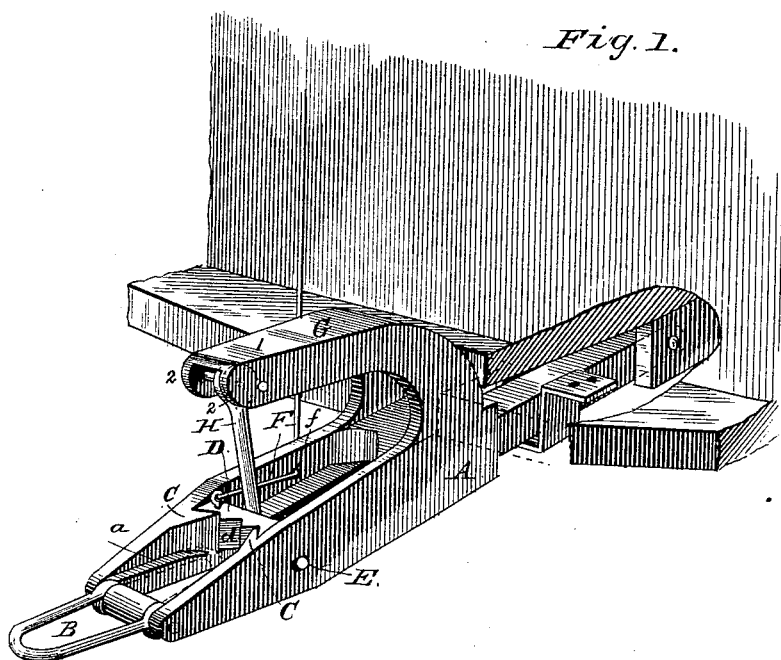
(No Model.)

A. M. GREGORY.

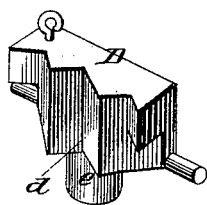
CAR COUPLING.

No. 348,519.

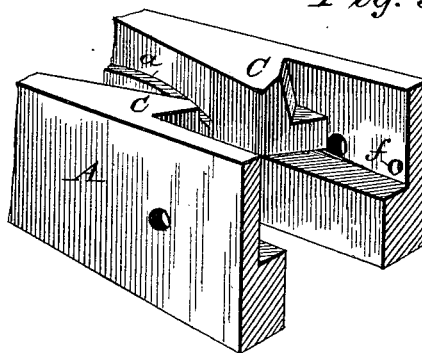
Patented Aug. 31, 1886.



*Fig. 2.*



*Fig. 3.*



WITNESSES:

*Fred G. Dietrich*  
*P. B. Furpin*

INVENTOR:

*A. M. Gregory*  
BY *Munn & Co*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

ALBERT MONROE GREGORY, OF NEWTON FACTORY, GEORGIA, ASSIGNOR  
OF ONE-THIRD TO THOMAS M. WHITE, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 348,519, dated August 31, 1886.

Application filed June 24, 1886. Serial No. 206,128. (No model.)

*To all whom it may concern:*

Be it known that I, ALBERT MONROE GREGORY, of Newton Factory, in the county of Newton and State of Georgia, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

This invention is an improvement in car-couplings; and it consists in certain features of construction and novel combinations of parts, as will be described.

In the drawings, Figure 1 is a perspective view of one end of a car provided with my improvement, parts being broken away and others shown in section. Fig. 2 is a detail perspective view of the stop-block. Fig. 3 is a detail perspective view of the draw-head, showing the seat for the stop-block.

In carrying out my invention the draw-head A is secured to the car in suitable manner to permit sufficient vertical play of its outer or forward end to enable the proper coupling of draw-heads of different heights. This draw-head tapers gradually on its upper and lower sides toward its forward end, where it approaches a point, as shown. To such forward end of the draw-head I pivot one end of a link, B, which may be turned out, as shown in full lines, Fig. 1, to couple with an ordinary draw-head, or in, as indicated in dotted lines in same figure, when it is desired to couple two draw-heads constructed according to my invention. Within the forward portion of the draw-head its sides are formed at *a* with shoulders to receive and support the link B when turned back. Shoulders C C are formed on the inner faces of and project inwardly from the sides of the draw-head. These shoulders face rearwardly, and serve as bearings for the stop-block D, which is formed to fit the shoulders C, and has a guide groove or way, *d*, formed in its front face, to direct the movements of the coupling-pin, presently described. I pivot the stop-block at E to the draw-head, and weight it in such manner that its upper portion will rest normally against the shoulders C. This weighting may be accomplished by attaching a weight, *e*, to the lower end of the block proper, or by forming such block so its lower portion will overbalance its upper, as will readily appear. While this block may be operated directly by hand, it is preferred to employ a cord,

F, which may be a rope, as shown, a chain, or other suitable construction. This cord is attached to the upper portion of the stop-block and extended thence rearwardly and through a guide, *f*, whence it may be carried to the top or side of the car, or to other point from which it may be desirable to operate the coupling devices.

The frame G, which I call the "overhanging frame," extends forward over the draw-head. This frame is formed in cross-section in inverted-box shape, having a roof or top plate, 1, and depending sides 2. To this frame is pivoted the upper end of the pin H, which depends in position to engage the stop-block in the operation of the device. When the parts are in the position shown in Fig. 1 and a cross-bar at the forward end of an approaching draw-head strikes the coupling-pin, forcing the latter rearwardly until the pin may escape from the said cross-bar and fall in front thereof, the link will be secured, the lower end of the coupling-pin bearing against the rear side of the stop-block. When it is desired to uncouple, the block is tilted back by means of the cord, or in other suitable manner, when the coupling-pin may move forward to uncouple.

The device may couple whether the pin rests in front or rear of the stop-block, and the groove or way *d* serves to guide the pin in both its forward and backward movement.

Having thus described my invention, what I claim as new is—

1. The combination of a draw-head, a pin pivotally supported at its upper end, and a block arranged to be engaged by and secure the pin, said block being pivoted and having its pivot arranged parallel with that of the pin, substantially as set forth.

2. The combination of the draw-head, an overhanging frame, a pin pivoted at its upper end to said frame, and a block pivoted in the draw-head and arranged to be engaged by and secure the pin, said block being provided with a pendent weight, whereby it will be held normally in position to secure the pin, substantially as set forth.

3. The combination, with suitable supports, of a pin pivotally supported at its upper edge, and a block arranged to be engaged by and

secure said pin, the said block having its front face formed with a guide groove or way, substantially as set forth.

4. The combination, with the draw-head, 5 open at the top and having inwardly-projecting shoulders, of the pivoted stop-block constructed to engage said shoulders and the pivoted pin, substantially as set forth.

5. The combination, with the draw-head, 10 the pin, and the pivoted block, weighted as described, of the cord secured to the upper portion of the stop-block and extended thence rearwardly and guided substantially as de-

scribed, whereby said block may be operated to release the pin, substantially as set forth. 15

6. A draw-head having a coupling-link pivoted to and adapted to be turned outward from its forward end, and recessed, whereby to increase said link when it is turned back, and provided in rear of the pivot of said link with 20 coupling devices, substantially as set forth.

ALBERT MONROE GREGORY.

Witnesses:

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JAS. H. CARROLL.