(No Model.)

# R. V. MITCHELL, J. W. PECK & W. H. MITCHELL.

## CAR COUPLING.

No. 458,812. Patented Sept. 1, 1891.

Fig. 1.

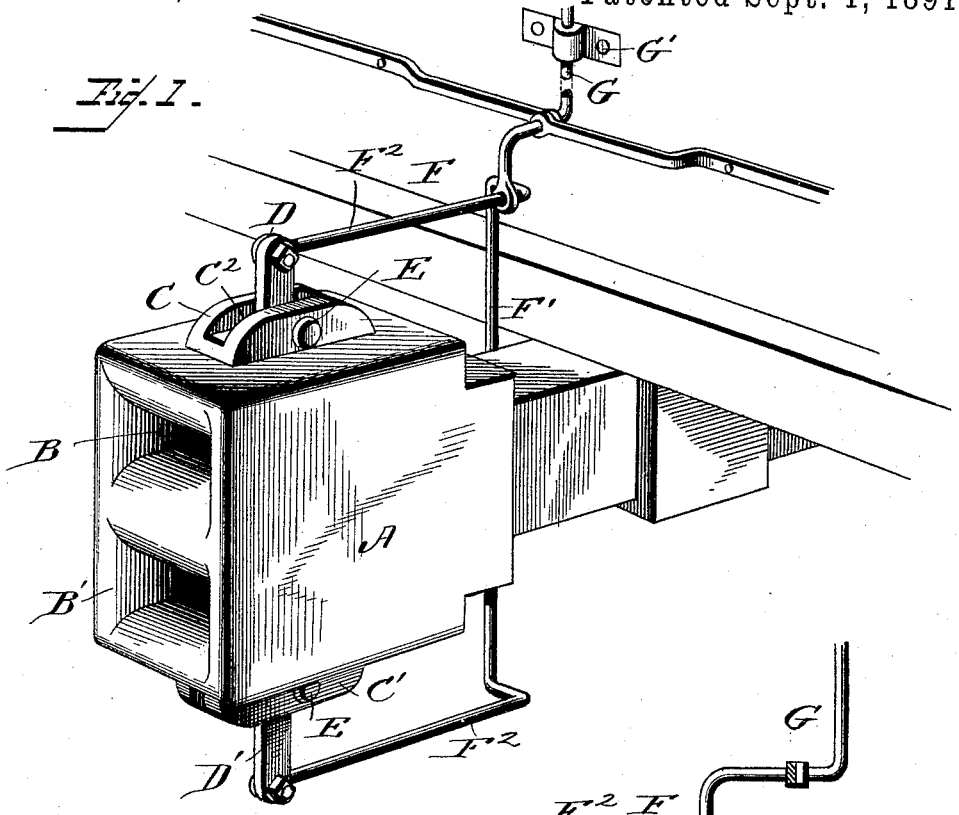
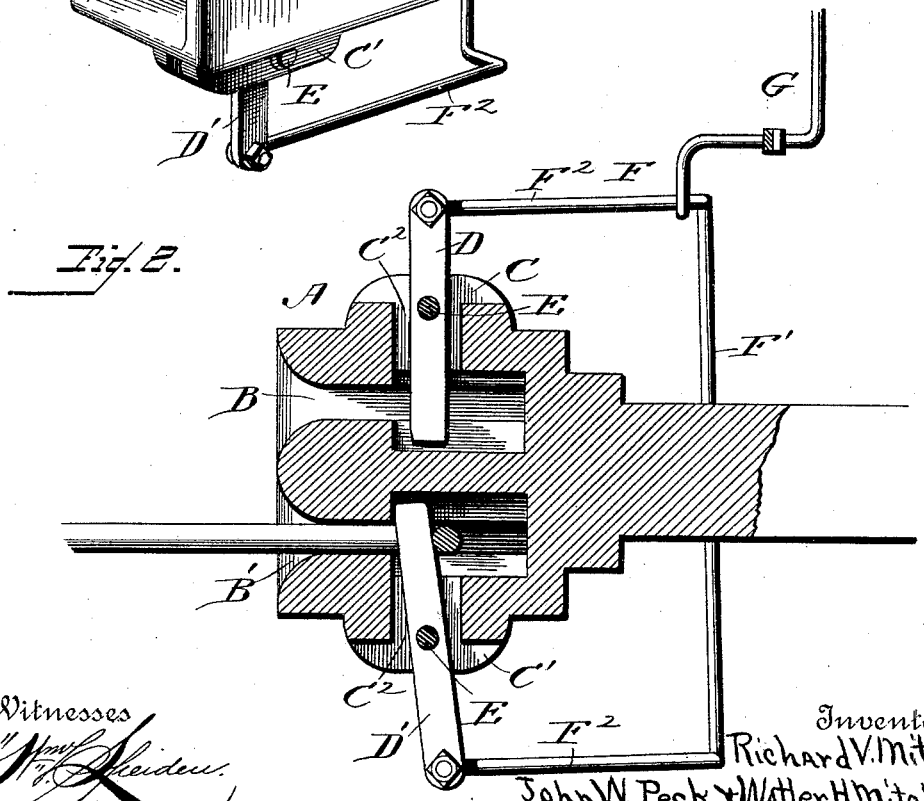



Fig. 2.

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# UNITED STATES PATENT OFFICE.

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## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 458,812, dated September 1, 1891.

Application filed June 3, 1891. Serial No. 394,970. (No model.)

*To all whom it may concern:*

Be it known that we, RICHARD V. MITCHELL, JOHN W. PECK, and WALTER HAMILTON MITCHELL, citizens of the United States of America, residing at Rome, in the county of Floyd and State of Georgia, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in car-couplers; and it has particular reference to that class of couplers in which provision is had for automatically coupling and for uncoupling either from the roof or sides of the car.

The invention has for its object to simplify and cheapen the construction and to render more serviceable and positive in operation this class of appliances.

The invention has for a further object to provide an automatic car-coupling device so constructed as to permit of the ready and secure coupling of cars upon which the draw-heads are at different heights.

To these ends, and to such others as the invention may pertain, the same consists in the peculiar construction and in the novel combination, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating like parts throughout the several views, and in which—

Figure 1 is a perspective view of a car-coupling constructed in accordance with our invention. Fig. 2 is a central longitudinal vertical section of the same.

Reference now being had to the details of the drawings by letter, A designates the draw-head, which is provided at its outer end with two horizontal apertures B and B′ for the reception of the coupling-link, one of said recesses being directly above the other, as shown.

At the top and bottom sides, respectively, of the draw-head extensions C and C′ are provided, these extensions being provided with narrow vertical openings $C^2$, which are open at the outer ends of the extensions and communicate at their inner ends with the coupling-link apertures B and B′, as shown.

D and D′ are metallic bars, which are pivoted at substantially their longitudinal centers within the said openings $C^2$ in the extensions C and C′ by means of transverse bolts or rods E, passed through the side walls of the said extensions. The outer ends of the said rods or bars D and D′ extend for a distance beyond the extensions within which they are pivoted, and pivotally attached to the ends of the said bars are the ends of the rod F.

The rod F may be constructed of heavy wire, and it consists of a vertical body portion F′, slightly to the rear of the draw-head, and the horizontal end portions $F^2$, which are attached to the bars D and D′, as above stated.

It will be observed that when the coupling-link enters either of the openings in the end of the draw-head the lower or inner end of the bar D or D′ within said opening will be forced rearwardly, allowing the link to pass it, when the said bar will by gravity return to its normal or vertical position, thus retaining the link within the draw-head. If it is desired to insure a more rapid return of the bar to its vertical position, springs may be attached to the rear faces of the bars; but we have found that satisfactory results are obtained without necessitating the use of springs, and hence we have not shown them in the drawings.

The rod F may be connected with the roof of the car by means of a vertical rod G, which is retained against lateral displacement by means of keepers G′ upon the end wall of the car, and similar horizontal rods H, extending to the sides of the car, permit the uncoupling of the car from either side.

It will be observed that the link-openings in the draw-head are arranged in different vertical planes, thus permitting the car to be coupled to cars having draw-heads of different heights.

Having thus described our invention, what we claim to be new, and desire to secure by Letters Patent, is—

The combination, with a draw-head having two independent openings for the reception of the coupling-link, one above the other, of the bars D and D′ within vertical openings in the draw-head, the lower or inner ends of the bars entering the link-recesses in the draw-head and their outer ends connected by the rod F, substantially as shown and described, and for the purpose specified.

In testimony whereof we affix our signatures in presence of two witnesses.

RICHARD V. MITCHELL.
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Witnesses:
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