

(No Model.)

2 Sheets—Sheet 1.

F. ST. C. NORRIS.

CAR COUPLING.

No. 343,486.

Patented June 8, 1886.

Fig. 1.

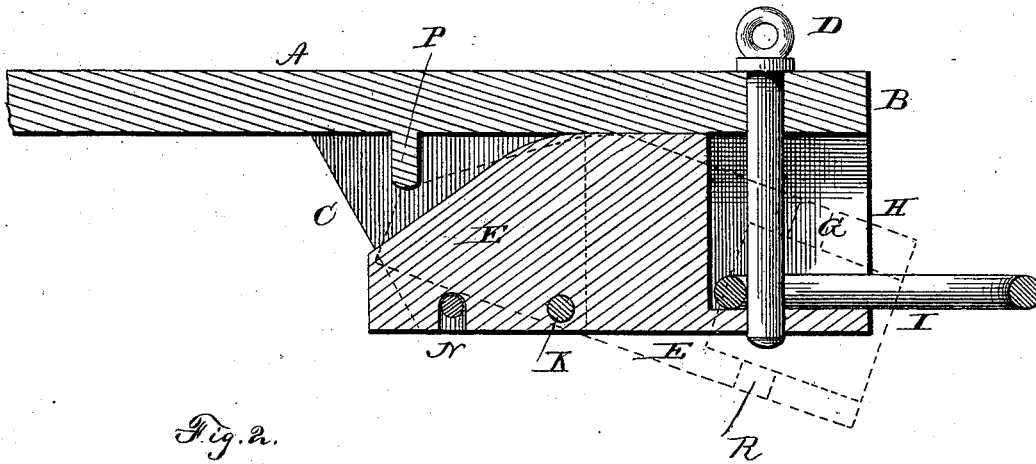


Fig. 2.

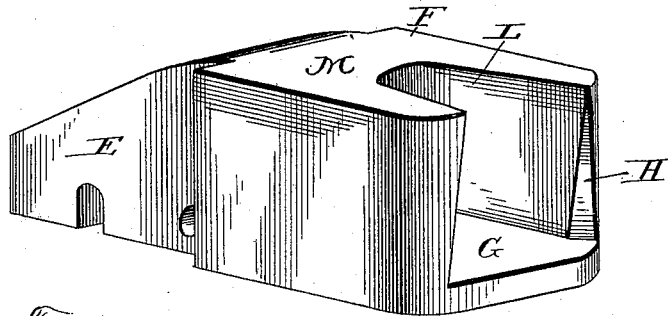
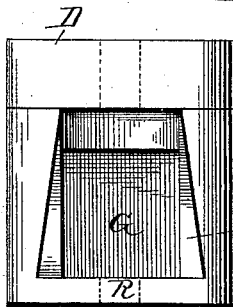


Fig. 3.



WITNESSES

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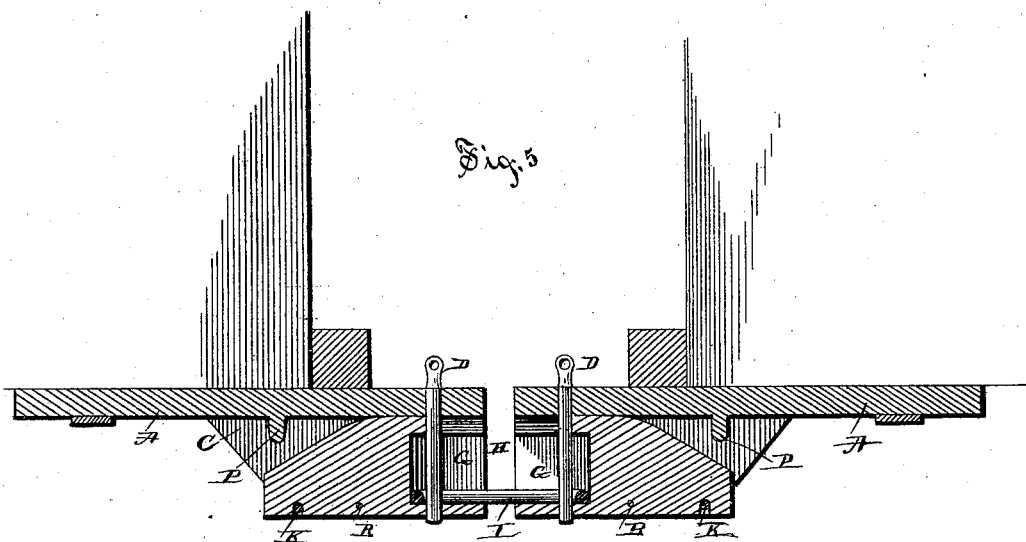
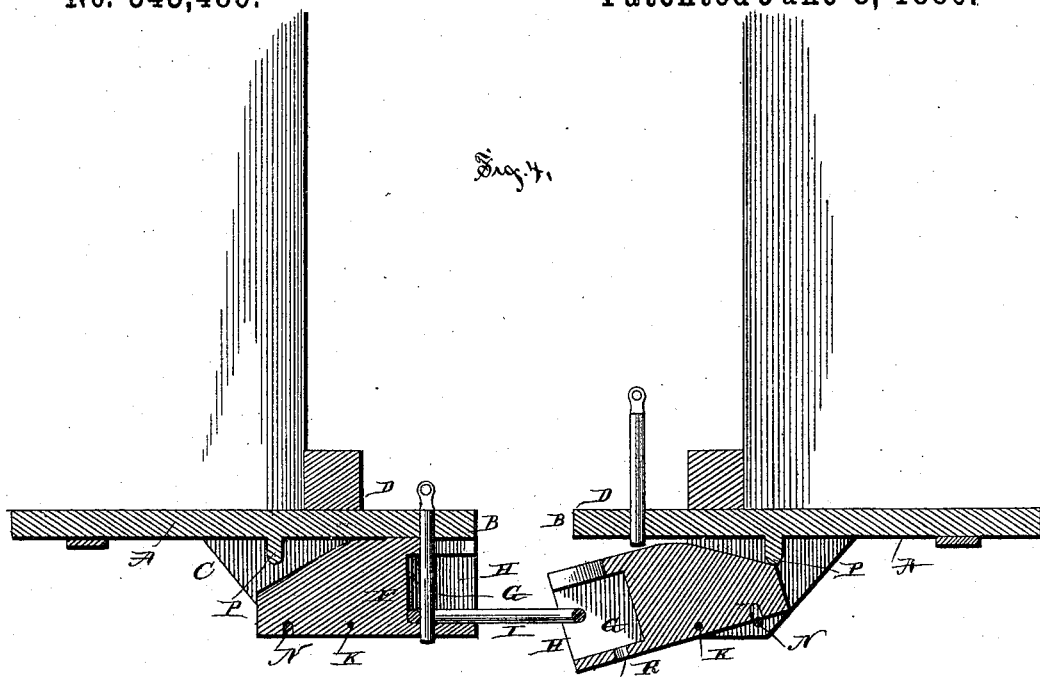
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# UNITED STATES PATENT OFFICE.

FREDESCO ST. C. NORRIS, OF SHREVEPORT, LOUISIANA, ASSIGNOR OF ONE-  
FOURTH TO M. ROOS, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 343,486, dated June 8, 1886.

Application filed March 9, 1886. Serial No. 194,528. (No model.)

*To all whom it may concern:*

Be it known that I, FREDESCO ST. C. NORRIS, a citizen of the United States, residing at Shreveport, in the parish of Caddo, State of Louisiana, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

10 This invention has for its objects to produce a car-coupler which will act automatically to couple two cars when coming together without necessitating the entrance of an attendant between the cars, and which may be operated  
15 by such attendant to uncouple the cars without danger to life or limb, as more fully hereinafter specified. These objects I attain by the means illustrated in the accompanying drawings, in which—

20 Figure 1 represents a longitudinal vertical sectional view of one of the coupling-heads forming part of my improved coupler, showing the jaw dropped in dotted lines; Fig. 2, a perspective view of the pivoted or hinged  
25 jaw forming part of the coupling-head; Fig. 3, a front elevation of the coupling-head; Fig. 4, a longitudinal vertical sectional view of my improved coupler attached to the ends  
30 of two cars. In this view the parts are arranged to automatically couple when brought together; and Fig. 5, a longitudinal vertical sectional view of the same parts, showing the same coupled.

The letter A indicates the draw-bar of the  
35 car, which carries at its outer end the coupling-head B. The said draw-bar is formed with side extensions, C, and a forward extension, D. Between the side extensions is hinged upon a pivot-pin, K, the shank E of  
40 a swinging jaw, F, which sets and works under the forward extension, D, as indicated in the drawings. The said jaw has a cavity, G, at its forward end, which is provided with a flanged or flaring opening or mouth, H, for  
45 the reception of the coupling-link I. The upper part of the jaw is cut away, as indicated by the letter L, Fig. 2, of the drawings, so as to permit the coupling-pin to drop through the link when the same is projected

into the cavity below. Just behind the cut- 50  
away portion, above the cavity, is an abutment, M, upon which the coupling-pin rests when the jaw is down and the coupler open for the reception of the link. The shank of the jaw is recessed on its under side, near the 55  
rear, and this recess oversets the pin N, which passes transversely across the space between the side extensions of the coupling-head, having its bearings therein and above said shank, and extending from the lower face of the up- 60  
per portion of the draw-bar is a lug, P, by which the swing of the jaw is limited. The lug P limits the downward movement or drop of the jaw. Through the lower part of the jaw, and in such position as to be in a direct 65  
vertical line with the opening in the forward extension, through which the coupling-pin passes when the jaw is up, is a similar opening, R, through which the lower end of said pin passes, and in which it is held to secure 70  
the link. When the jaws are in position to automatically couple, as shown in Fig. 4 of the drawings, the lower end of the coupling-pin rests upon the abutment before mentioned, holding it in position to be dropped through 75  
the link automatically when the cars come together. The link upon entering the jaw throws it up, allowing the abutment to pass behind the pin, which, being thus freed, drops automatically into place, connecting the cars 80  
and locking the parts of the coupler, as shown in Fig. 5 of the drawings.

To uncouple the cars, the attendant has only to withdraw the coupling-pin from the platform above; or chains or levers operated from 85  
the sides or top of the cars may be arranged for this purpose, so that it will be unnecessary for the attendant to enter between the cars, and thus all danger will be obviated.

Having thus described my invention, what 90  
I claim, and desire to secure by Letters Patent, is—

1. The combination, with the coupler-head having side and forward extensions, of the swinging jaw pivoted between said side ex- 95  
tensions, and having a cavity and flaring mouth, and a cut-away portion and abutment, the abutment serving to hold the pin up until

the link enters the jaw, and then automatically drop it through the link, substantially as specified.

- 5 2. The combination, with the pivoted jaw recessed on its under side near the rear, of the transverse pin having bearings in the dependent sides of the head to limit the drop of the jaw, substantially as described and set forth.

In testimony whereof I affix my signature in presence of two witnesses.

FREDESCO ST. C. NORRIS.

Witnesses:

M. ROOS,

JNO. HOLLINGSWORTH.