

W. N. PATTESON.
Car-Coupling.

No. 200,752.

Patented Feb. 26, 1878.

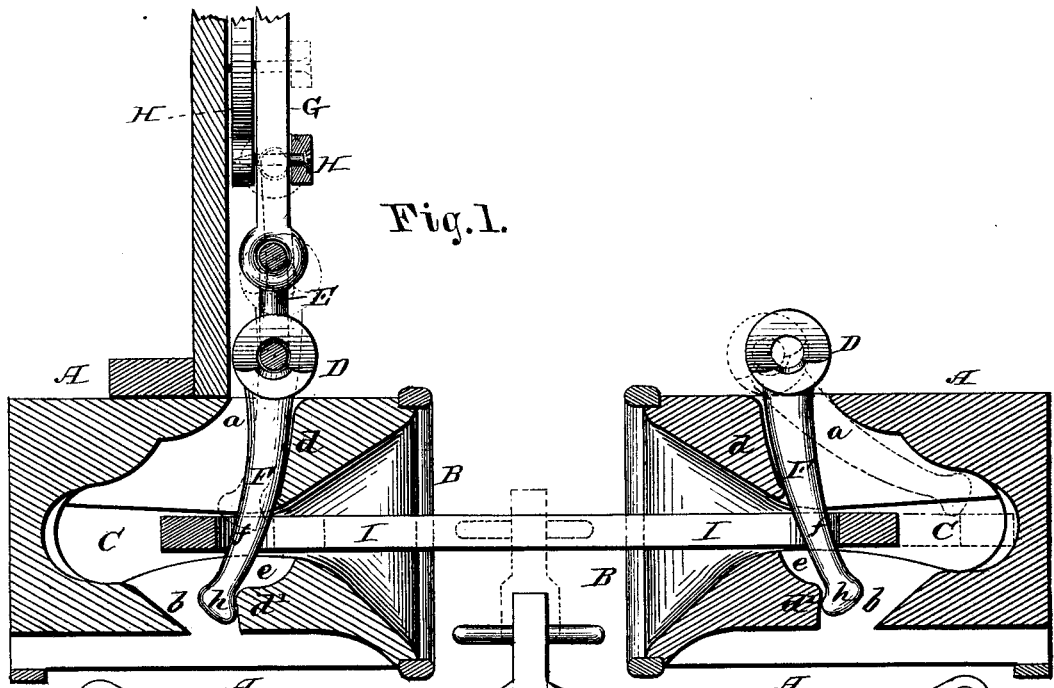


Fig. 1.

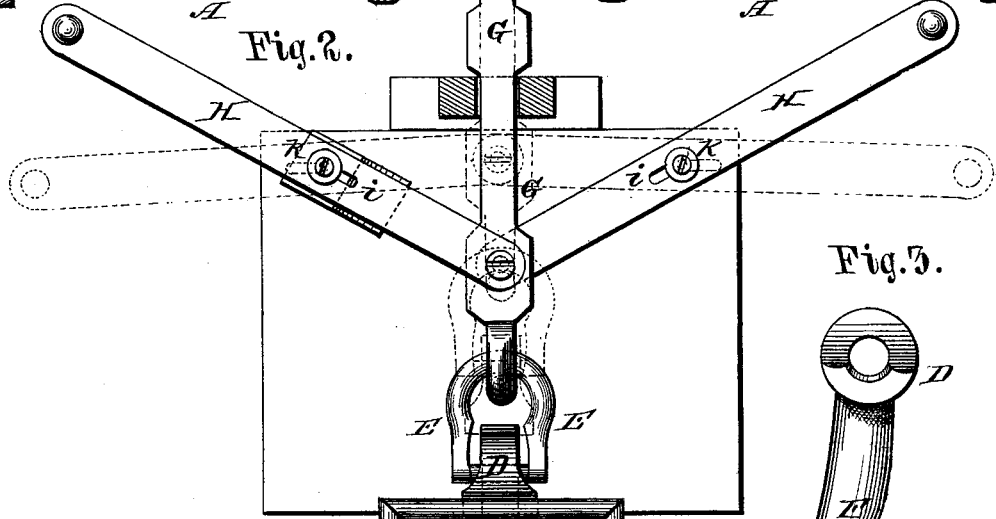


Fig. 2.

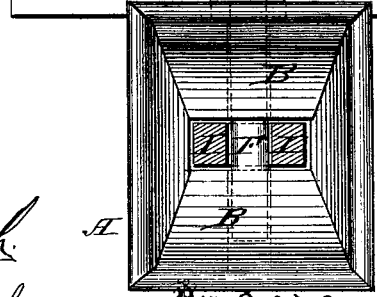


Fig. 3.

Witnesses:
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UNITED STATES PATENT OFFICE

WILLIAM N. PATTESON, OF FRANKFORT, KENTUCKY, ASSIGNOR OF ONE-THIRD HIS RIGHT TO E. M. DRANE, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. 200,752, dated February 26, 1878; application filed January 14, 1878.

To all whom it may concern:

Be it known that I, W. N. PATTESON, of Frankfort, in the county of Franklin and State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of this invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In the annexed drawings, which fully illustrate the invention, and to which reference is made, Figure 1 is a longitudinal vertical section of the improved car-coupling. Fig. 2 is an end view of a car with coupling applied, and Fig. 3 is a detailed view of the coupling-pin.

A represents the draw-head, with the usual flaring mouth B, leading into the chamber C. Through the top of the draw-head is a slot, *a*, for the passage of the coupling-pin F, and in the bottom of the draw-head is a slot, *b*, for the lower end of said coupling-pin to get into.

The interior of the chamber C is so shaped or hollowed out as to allow the coupling-pin to be turned backward for coupling the cars. At the top of the chamber C, by means of the slot *a*, is formed an elongated shoulder, *d*, for the upper portion of the pin to bear against, while the slot *b*, below the chamber, forms a shoulder, *d'*, against which the lower end of the pin is to bear, and above this shoulder *d'*, in the bottom of the chamber, is made a curve or incline, *e*, as shown in Fig. 1.

The coupling-pin F is made of the slightly-curved form, as shown, the outer edge being nearly flat and the inner edge rounded, and just sufficiently slanted about the center, at *f*, to maintain a steady pull. The lower end of

the pin has a projection or toe, *h*, which, when the pin is let down into the draw-head, strikes upon the curve or incline *e*, and is thereby guided backward, so as to get behind the shoulder *d'*, said shoulder fitting in the angle formed by said toe and the body of the coupling-pin.

The upper end of the coupling-pin F is formed with an eye, D, through which passes a link, E, connecting it with the lower end of a bar, G. This bar G passes upward through suitable guides *to*, or nearly *to*, or above the top of the car. To the bar G are pivoted two levers, H H, which pass in opposite directions to the sides of the car, they having slots *i i*, which pass over studs *k k*, projecting from the front of the car. By these means the cars can be uncoupled either from the top or from either side of the car.

I represents the coupling-link, which may be of the usual form, but is preferably made with pointed ends. As this link enters the draw-head it strikes the pin F, which is thereby turned backward until it can drop into the link, thus effecting the coupling. As the link then pulls it will be seen the pin has a solid bearing against the elongated shoulder *d* above the coupling-link, and against the shoulder *d'* below the same.

Having thus fully described the invention, what is claimed as new, and desired to be secured by Letters Patent, is—

The combination of the draw-head A, having slots *a b*, shoulders *d d'*, and curve or incline *e* with the coupling-pin F, having toe *h* at its lower end, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WM. N. PATTESON.

Witnesses:

J. M. CROCKETT,
W. FRANKLIN.