

(No Model.)

G. WOOD
Car-Coupling.

No. 227,942.

Patented May 25, 1880.

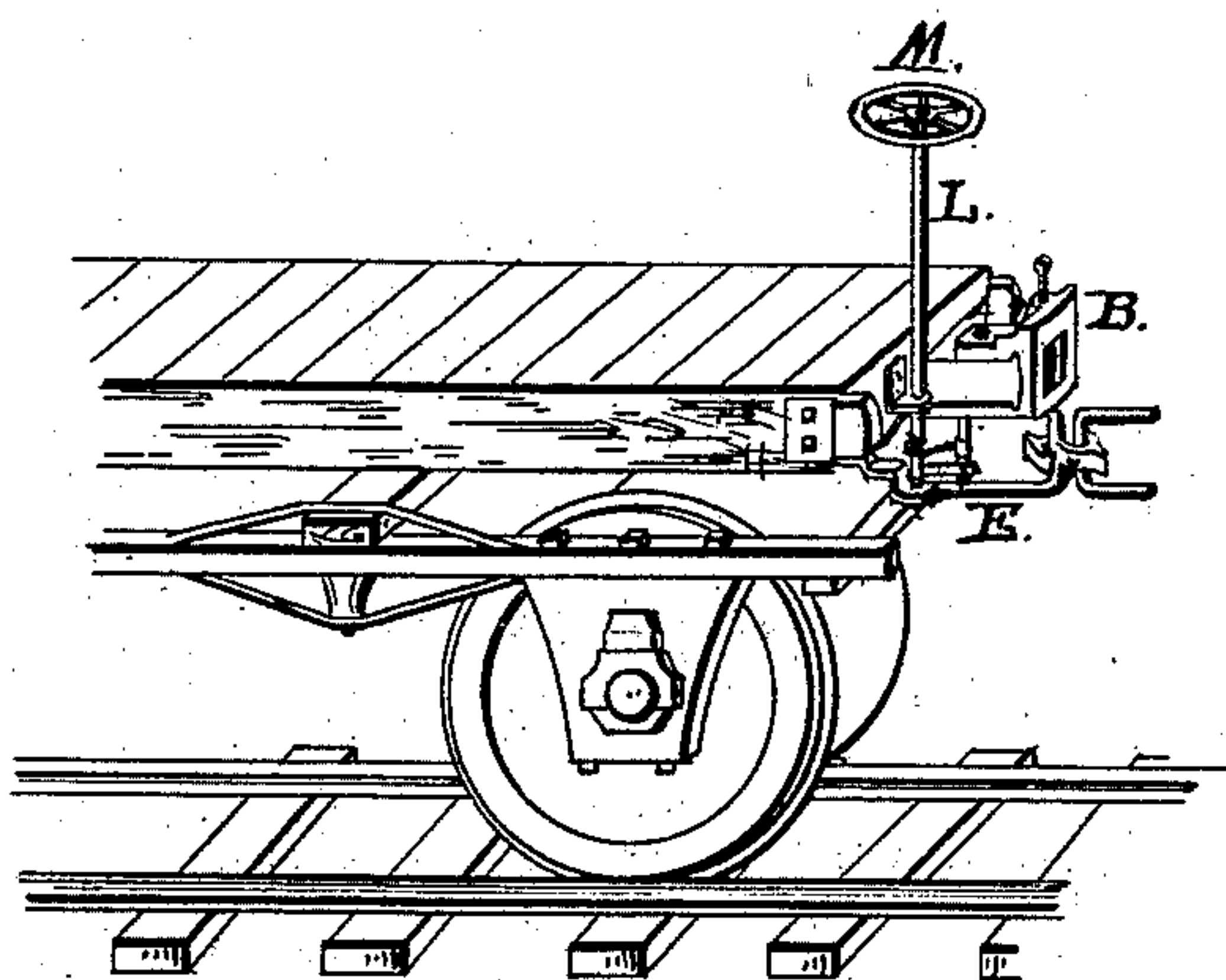


FIG. 1.

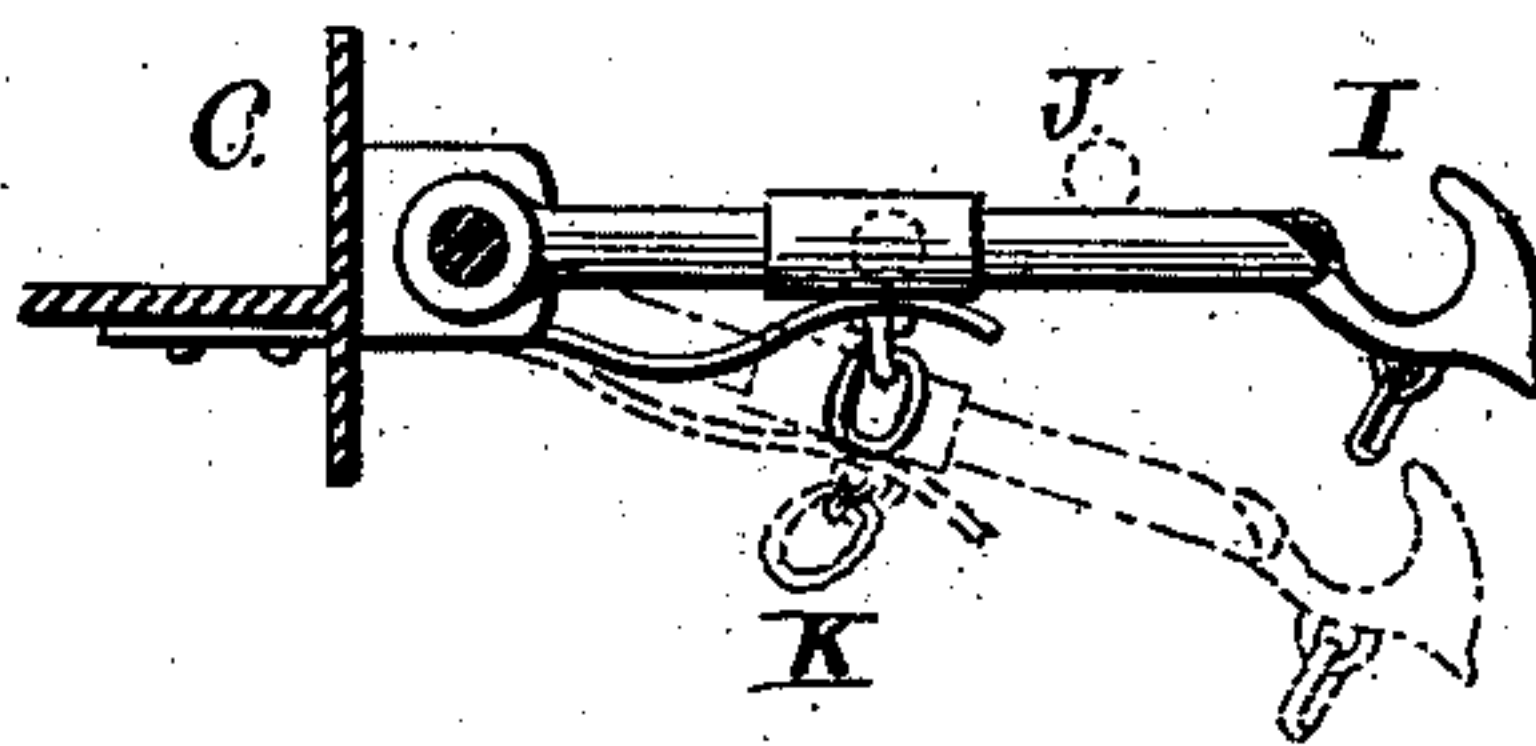


FIG. 3.

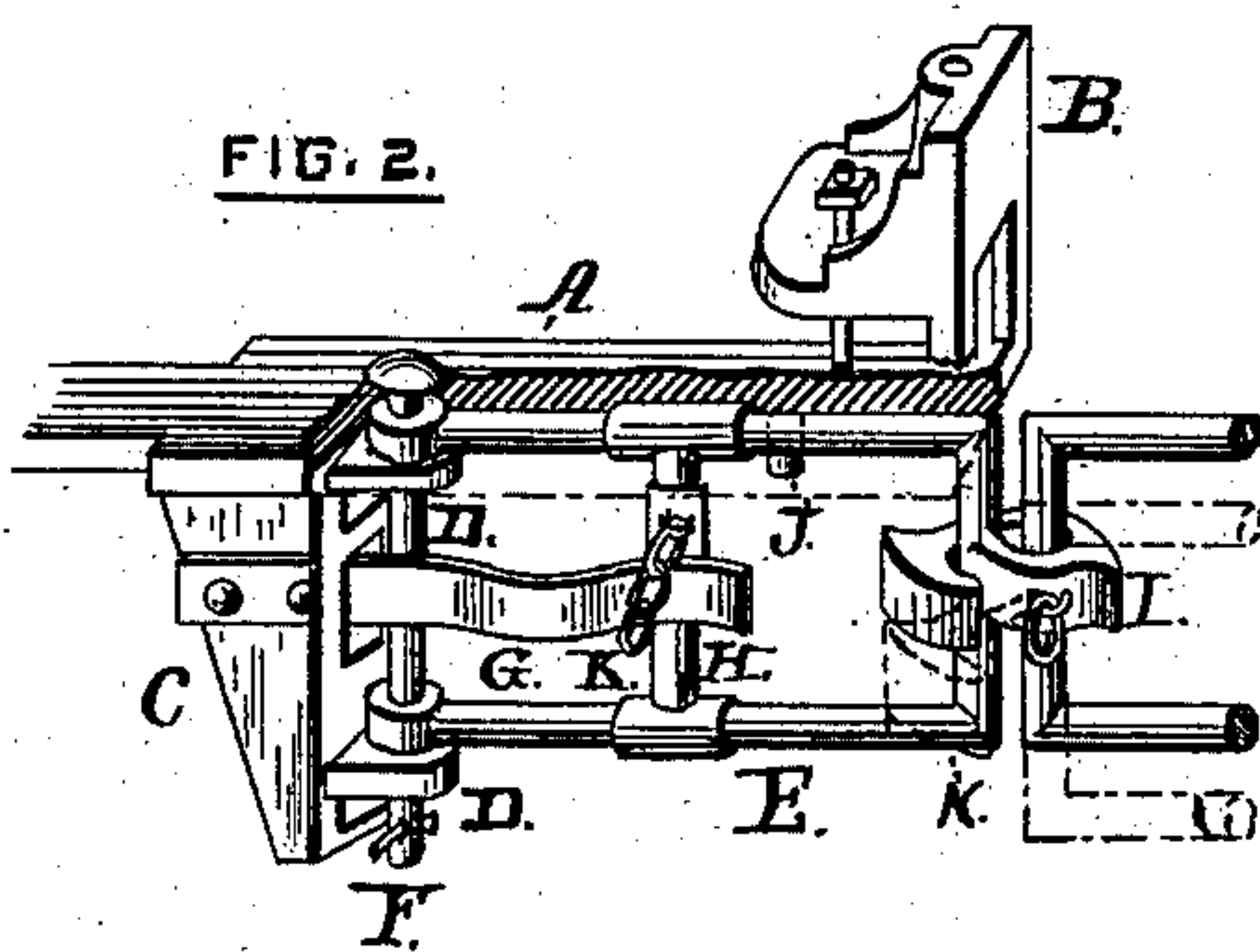


FIG. 2.

WITNESSES.

John C. Brown,
Thomas H. Brown.

INVENTOR.

George Wood
By his Atty. Walter B. Thineck

UNITED STATES PATENT OFFICE.

GEORGE WOOD, OF CRANSTON, RHODE ISLAND.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 227,942, dated May 25, 1880.

Application filed April 14, 1880. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WOOD, of Cranston, in the State of Rhode Island, have invented a new and useful Device for Coupling Cars; and I do hereby declare that the following specification, taken in connection with the drawings making a part of the same, is a full, clear, and exact description thereof.

Figure 1 shows a section of truck and car with my improved device. Fig. 2 is an enlarged view of my device, a portion of the bar being broken away. Fig. 3 is a top view of the hanger with its hook, the dotted lines showing the position of the same when disengaged.

My invention, though adapted to general use, is more especially designed for freight-cars. It has for its object the production of a coupling which shall engage itself automatically by the pressure of the moving car, and may be disengaged from the top or platform of the cars without the presence of any one between the same; and it consists in the device hereinafter described.

In the accompanying drawings, A is a projecting bar fastened to the under side of the car, to which the draw-bar and buffer B are attached. Upon the under side of the bar A is a perpendicular brace, C, having two ears, D D, to which is hinged the hanger E by the coupling-pin F, as shown in Fig. 2.

G is a spring, one end of which is attached to the brace C, while the other rests against the cross-bar H of the hanger E and holds the latter in its proper position. Upon the outer end of the hanger E is a hook, I, and upon the under side of the projecting bar A is a pin, J, which prevents the pressure of the spring G from forcing the hanger E beyond its proper position.

K is a chain connecting the cross-bar H and the perpendicular rod or shaft L, the latter being surmounted by a wheel, M.

Like devices having been put upon the

abutting ends of the cars, the operation of my invention is as follows: As the cars come together the hooks I, which are rounded off upon one side, strike each other a glancing blow, which forces the hangers E outward in different directions, overcomes the resistance of the springs G, and permits the hooks I to pass beyond the front bar, N, of the hangers E, when the pressure is removed against the spring, and its recoil brings back the parts to the position shown in Figs. 1 and 2, and the two devices, and consequently the cars to which they are attached, are firmly and securely united.

The operation of my invention is not impeded or impaired by the difference sometimes existing in the height of different cars, unless it should be great enough to bring the hanger and hook below the position indicated by the dotted lines, Fig. 2, which would not be likely to occur.

To detach the cars, the brakeman, from the top or platform of each car, turns the wheel M, which winds the chain K upon the rod L until the resistance of the spring is overcome and the hanger E and hook I occupy the position shown by dotted lines, Fig. 3, when the cars may be drawn apart and the wheel M reversed, which will allow the spring G to bring the hanger E back to its former position.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of the bar A, buffer B, brace C, hanger E, with its hook I, and the spring G, with the detaching device, consisting of the chain K, rod L, and wheel M, or its equivalent, the whole constructed, arranged, and operating together in the manner substantially as described.

GEORGE WOOD.

Witnesses:

JOHN C. KNOWLES,
WALTER B. VINCENT.