

(No Model.)

W. TUCKER.
Car Coupling.

No. 233,302.

Patented Oct. 12, 1880.

Fig. 1.

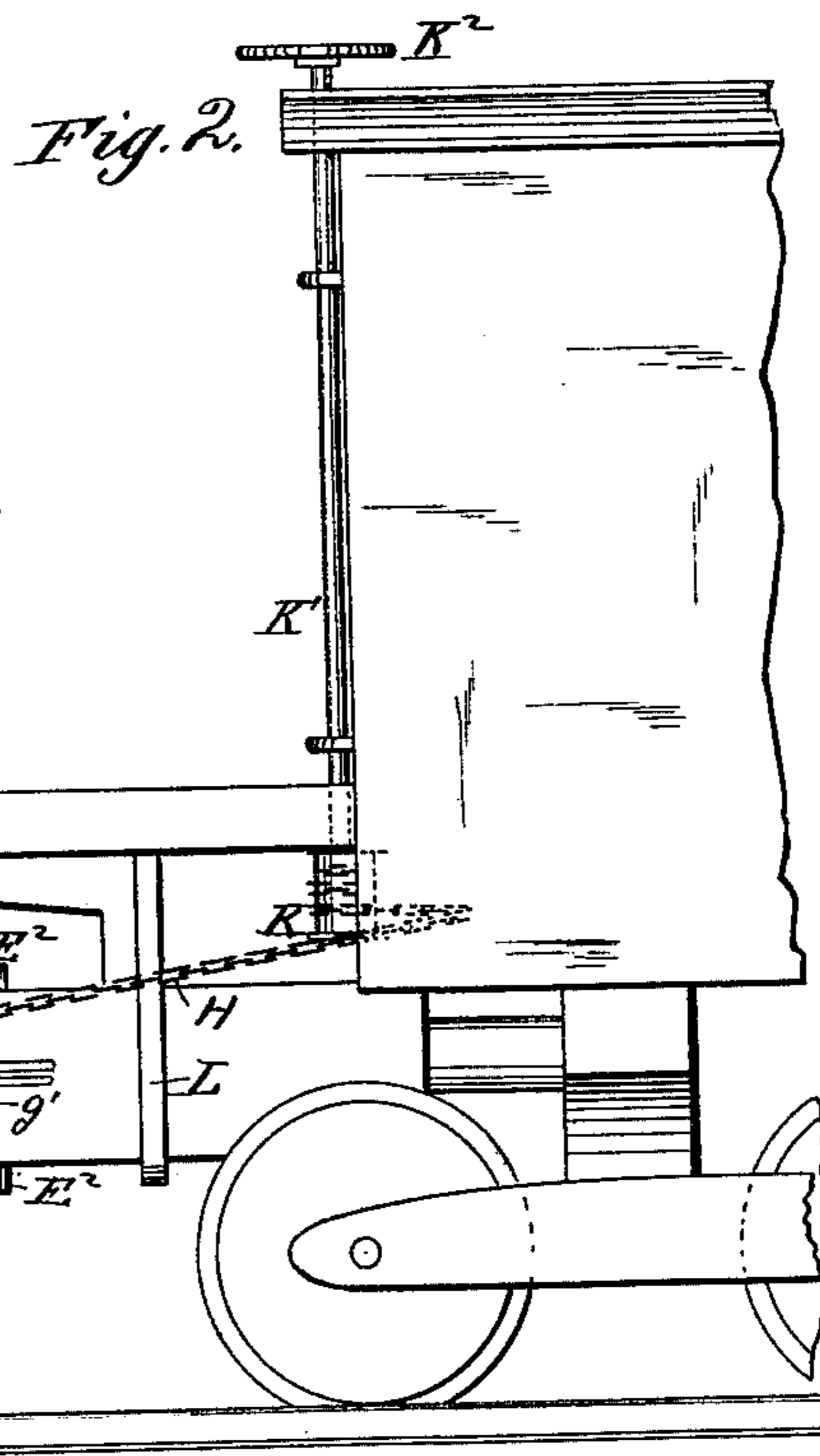
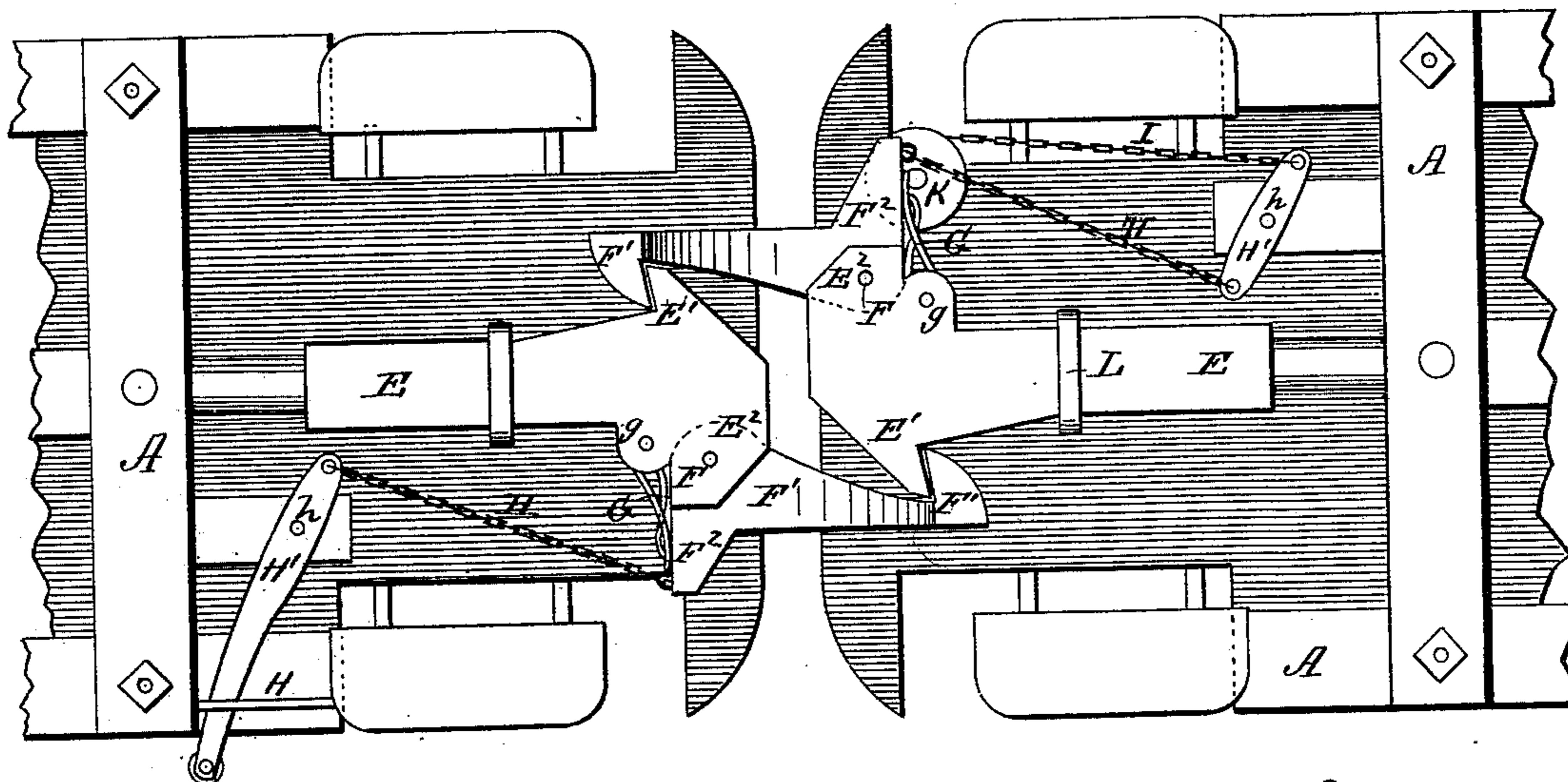
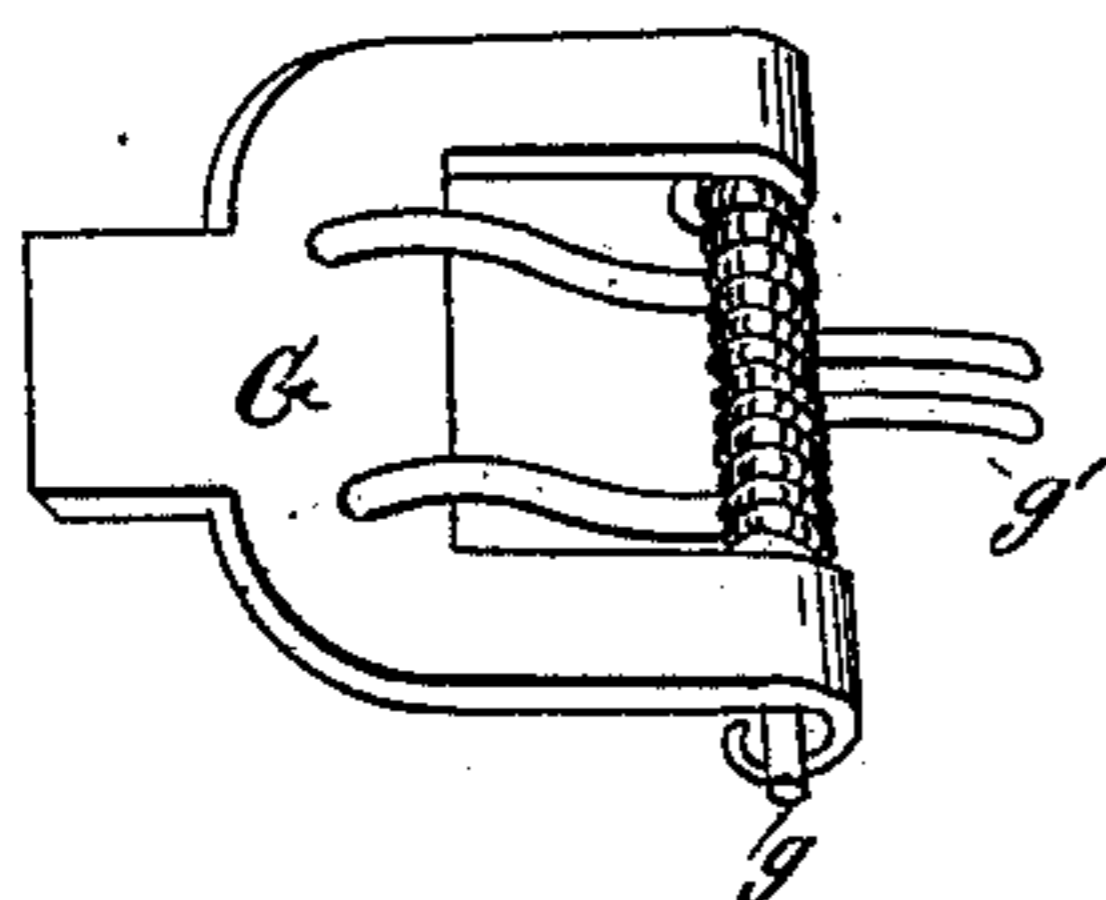


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM TUCKER, OF EAST TOLEDO, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 233,302, dated October 12, 1886.

Application filed August 11, 1880. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM TUCKER, of East Toledo, in the county of Lucas and State of Ohio, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to that form of coupling in which the bumper is formed with a hooked head and provided with a hinged jaw that engages with the hooked head of the adjoining car.

The object of my invention is to provide an improved spring-connection for actuating the hinged jaw, as will hereinafter more fully appear.

In the accompanying drawings, Figure 1 is an inverted plan view of a car, with the trucks removed, provided with my improved coupler; Fig. 2, a side elevation of the end of a car provided with a coupling-head constructed according to my invention, and Fig. 3 a perspective detail of one of the parts.

The timbers or framing of the car A may be of well-known construction.

The coupling-head E is formed into a hook, E', upon one of its sides, and lugs or ears E² upon its opposite side.

A pivot-pin, F, passes through ears E², and also passes through a hook-piece, F', provided with an arm, F², formed at right angles to the body of the hook portion immediately opposite the pivot.

A presser-plate, G, is hinged to a bolt, g, that passes vertically alongside of the draw-head at the rear of the pivot-pin F, and is held against the arm F² by a couple of coiled springs, g', that encircle the pivot-pin F, by which means the arm and hook are held firmly in position, but may be readily adjusted to interlock with, or be released from, the hook of the adjoining car.

The outer end of the arm F² is provided with an eyebolt, f, to which is attached the end of a chain, H, the other end of which is connected to a lever, H', pivoted at h to the under side of the car, and of sufficient length to project to the outside of the car and pass over a rack-bar, H², secured to the car, so that the lever H' may be employed to strain the chain and pull the hook back out of its operating position.

If desired, the lever may be of the form shown at the right of the drawings, pivoted in the middle and connected at one end to the

chain H and at the other end to a chain, I, that is secured to and passes around a pulley, K, on the lower end of a vertical shaft, K', to the upper end of which is secured a brake-wheel, K².

The shaft K' may be of sufficient height to extend to the top of the hand-rail of the platform when attached to passenger-cars, or it may be of sufficient length to extend to the roof of the car, to be operated by the brakeman from the top of the car.

The coupling-head is secured to the framing of the car in any suitable manner—in this instance by means of a loop-shaped piece of bar-iron, L, that passes around the body of the coupling-head and is secured at its end to the bottom of the car.

The operation of my invention will be readily understood from the foregoing description.

The device is simple, and may be easily operated, and is not liable to become unlocked or disengaged from the adjoining car, so that there is no danger of leaving a car upon the track in the middle of the night to wreck the next train that comes along. The hook is not cut away to receive the spring for holding it in position and weakened thereby, and a very strong spring may be compactly arranged for the aforesaid purpose.

I do not broadly claim a car-coupling provided with a stationary hook, a pivoted hook-piece, and a coiled spring to hold it in place, as such device is shown in the patent of John Bassler, No. 124,780, dated March 19, 1872; but he does not show a presser-plate pivoted to the head or stationary hook by means of a bolt independent of the pivoted hook-piece and encircled by a spring arranged to operate as above described.

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

In an automatic car-coupling, the combination of the draw-head secured to the framing beneath the car, and formed with a hook, E', upon one end, with a hook-piece, F', provided with arm F², and pivoted to the draw-head, and presser-plate G, pivoted to the head by bolt g, encircled by coiled springs g', that force the presser-plate against the arm of the hook, in the manner and for the purpose substantially as described.

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