

(No Model.)

R. HOSFORD.

CAR COUPLING.

No. 244,751.

Patented July 26, 1881.

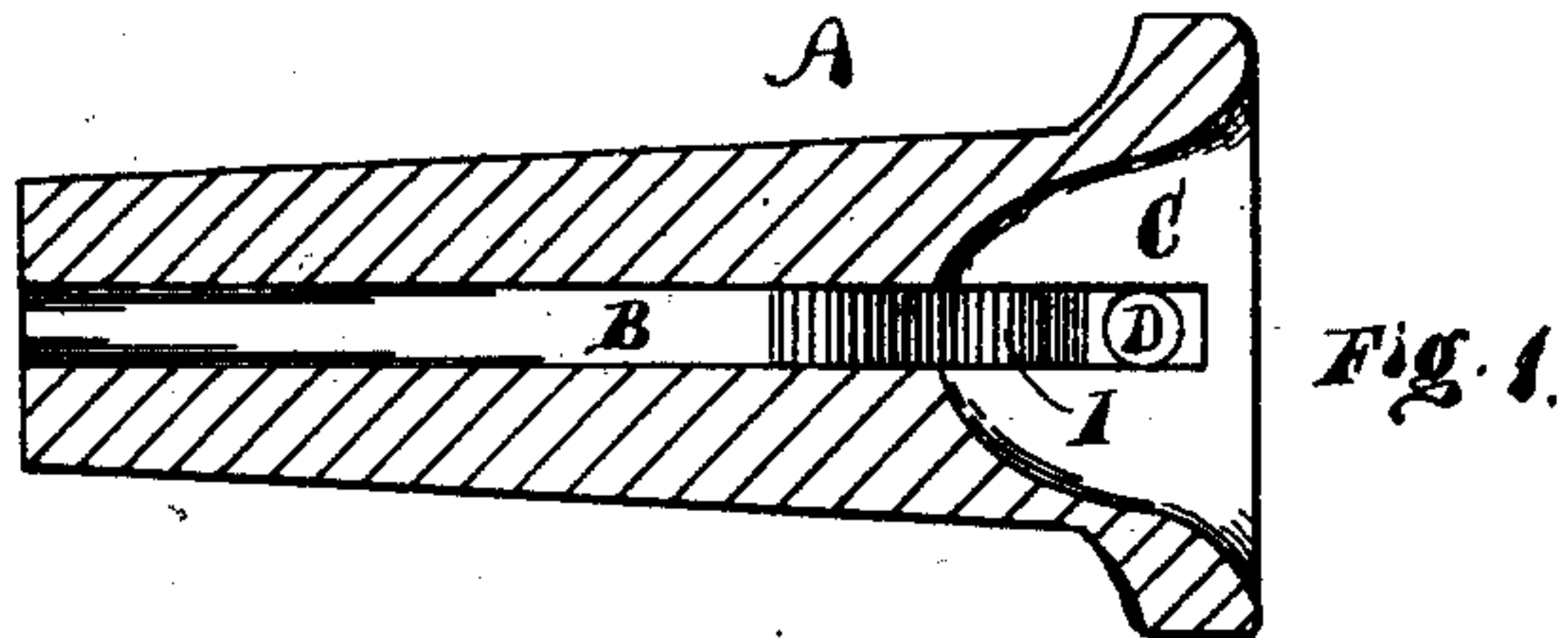


Fig. 1.

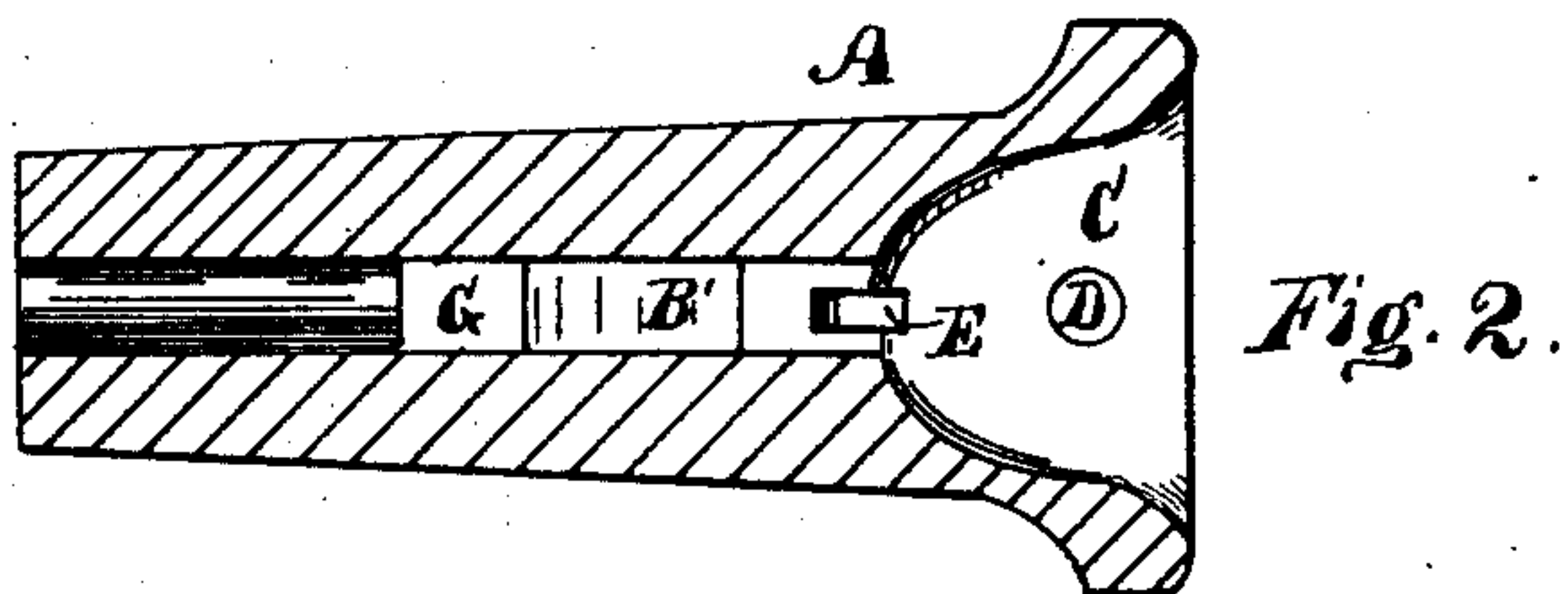


Fig. 2.

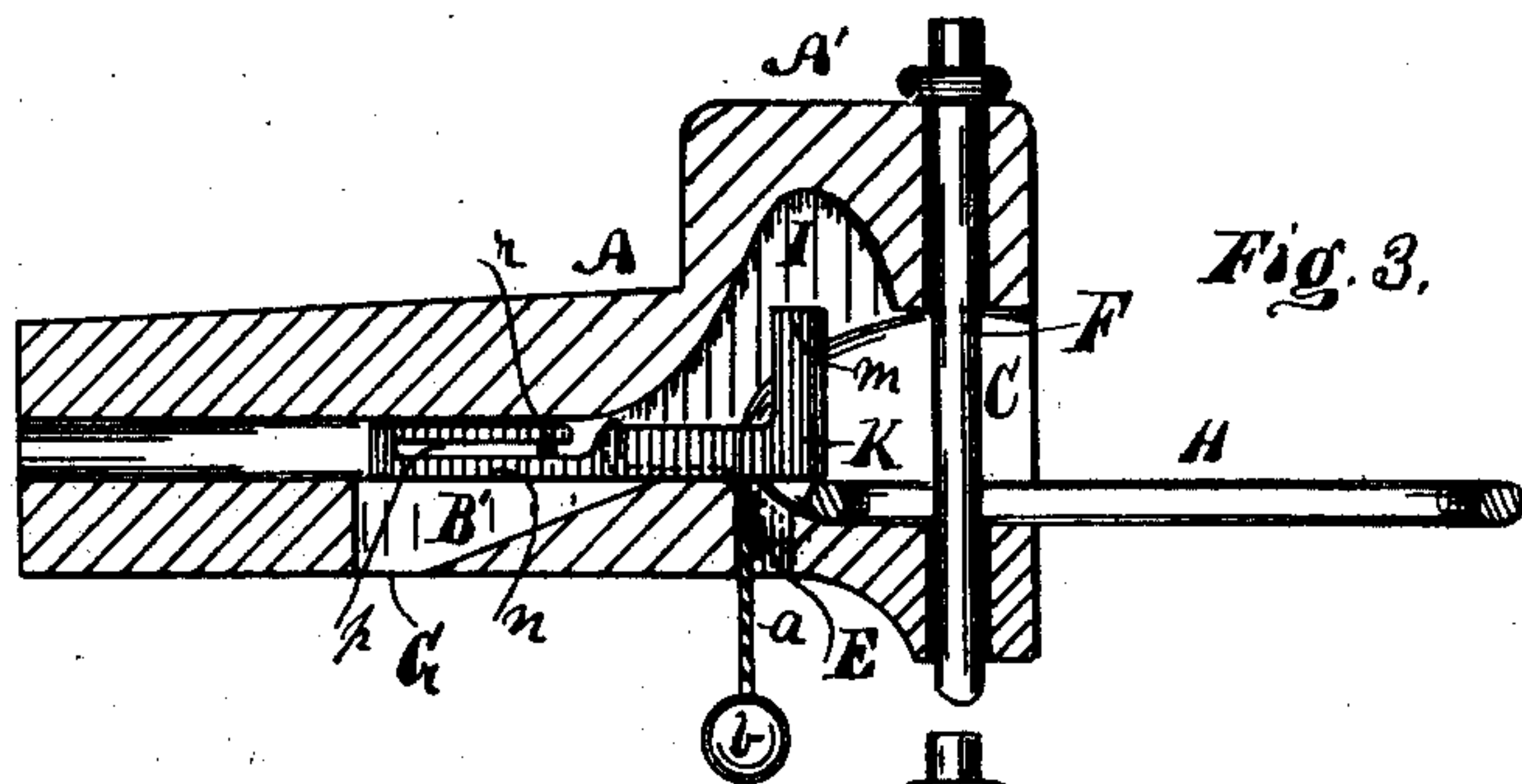


Fig. 3.

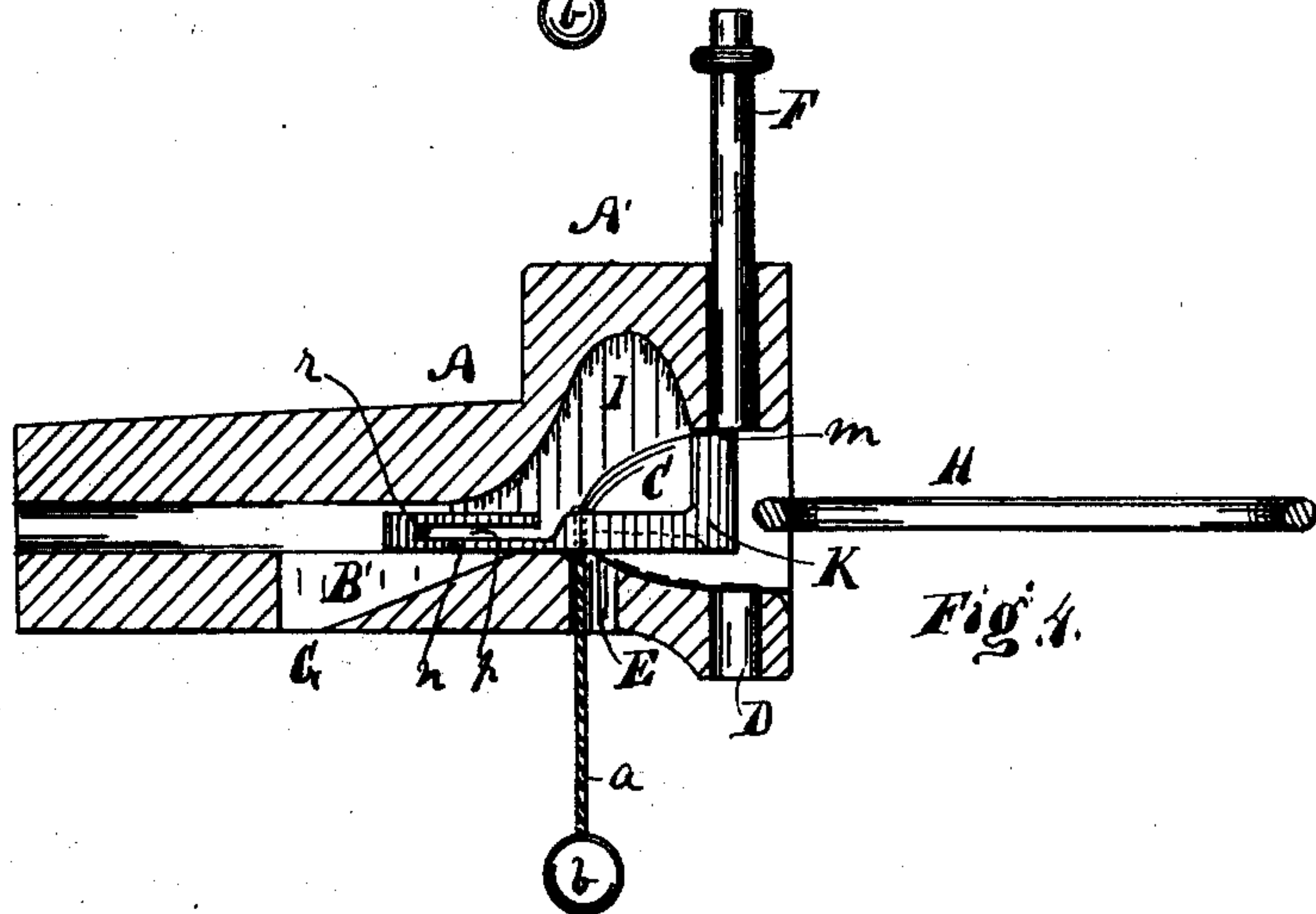


Fig. 4.

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UNITED STATES PATENT OFFICE.

REZIN HOSFORD, OF LEBANON, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 244,751, dated July 26, 1881.

Application filed January 3, 1881. (No model.)

To all whom it may concern:

Be it known that I, REZIN HOSFORD, a citizen of the United States, residing at Lebanon, in the county of Boone and State of Indiana, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings in which a slide is employed to hold a link in position for coupling, also to hold the pin up and permit it to drop through a link when the link is inserted in a draw-head; and the objects of my invention are, first, to provide a strong, durable device for holding a link in position during the act of making a coupling; and, second, to hold the pin up, and drop it when a link has been forced into the draw-head, and effect a coupling. These objects I accomplish by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 represents a horizontal longitudinal section of the draw-bar, showing the internal construction of the same above the center line. Fig. 2 represents a horizontal longitudinal section of the same, showing the internal construction below the central line. Fig. 3 is a longitudinal vertical section of the same, showing the internal construction of the draw-bar vertically, with the slide in position to hold a link during the act of coupling; and Fig. 4 is a section same as Fig. 3, showing the slide in position to hold the pin up until forced back by a link during the act of coupling.

Similar letters refer to similar parts throughout the several views.

A represents a draw-bar, with raised part A' on top of its head. B represents a longitudinal hole for the ordinary draw-bar. The head A is provided with the usual chamber, C, for links, and pin-holes D for pins. The upper part of the chamber C is recessed out, as at I, to permit the head *m* of the slide to tilt upward without pinching.

The slide K is constructed similar to that shown—that is, it has a vertical head, *m*, with a horizontal slide part, *n*, at its rear. This rear slide part, *n*, is provided with a long horizontal slot, *p*, in which is inserted through the sides of the draw-head A the pin *r*, which pre-

vents the slide from falling out of the draw-head and permits the slide to move far enough forward to allow its head *m* to come under the pin-hole D and support a pin, as shown in Fig. 4, and to move back out of the way when a coupling is made; also to be adjusted far enough forward to permit one end of a link to be inserted under its head *m*, between it and the bottom of the chamber C, to support a link, H, as in Fig. 3, during the act of coupling. The lower part of the chamber C is perforated with the longitudinal slot or opening E, in which the rope or chain *a* operates. This rope or chain *a* is made fast to the slide K near its head *m*, and passes through the slot E, and its lower end is provided with a weight, *b*, as shown.

When it is desired to couple two cars together a link, H, may be placed by hand in the chamber C, with its rear end under the head *m* of the slide, as shown in Fig. 3, thus supporting the link in one draw-head in position to make a coupling. The other draw-bar has its pin drawn up, and the weight *b* draws the slide K forward until its head *m* is under the pin and supports it, as in Fig. 4. The link H, when it enters the chamber C, strikes the slide K, pushing it back, and the pin F drops through the link, making the coupling.

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

1. The draw-head A, with recess I over the rear part of the chamber C and slot E below, combined with the slide K, said slide having a vertical head, *m*, and slide part *n*, the chain or rope *a*, and weight *b*, all constructed and arranged to operate substantially as shown and described.

2. In a car-coupling draw-head, the slide K, with head *m* and slide part *n*, combined with the rope or chain *a* and weight *b*, substantially as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

REZIN HOSFORD.

Witnesses:

WILLIAM A. MILLER,
NATHANIEL TITUS.