

(No Model.)

D. F. & H. L. HAWK.
CAR COUPLING.

No. 245,719.

Patented Aug. 16, 1881.

Fig. 2.

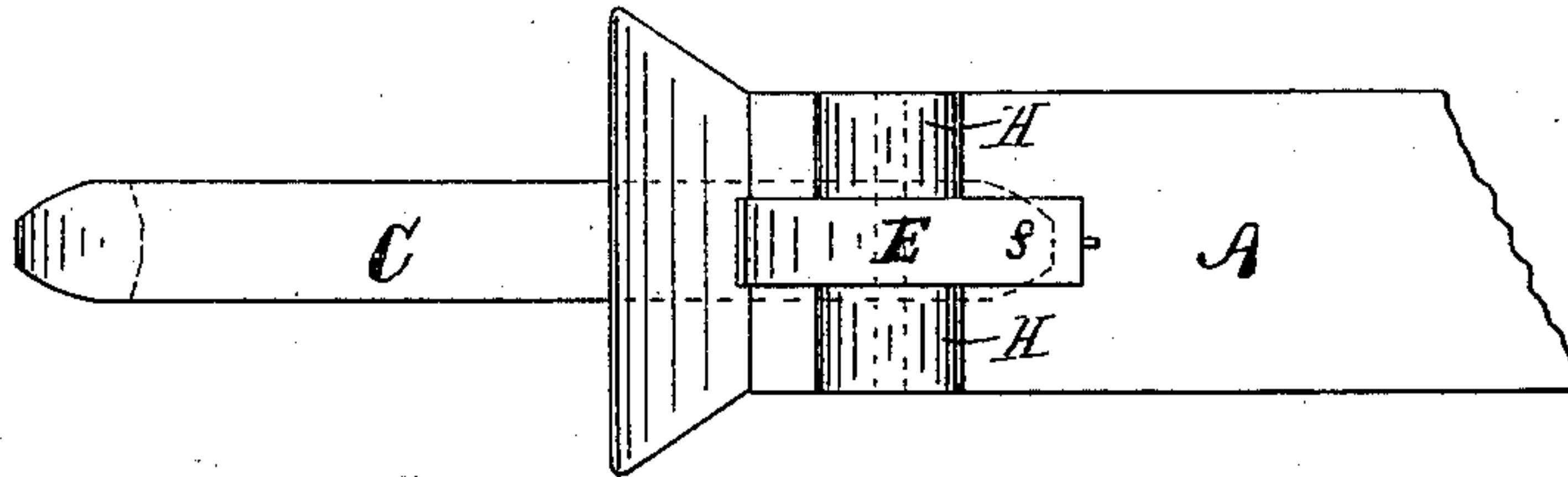
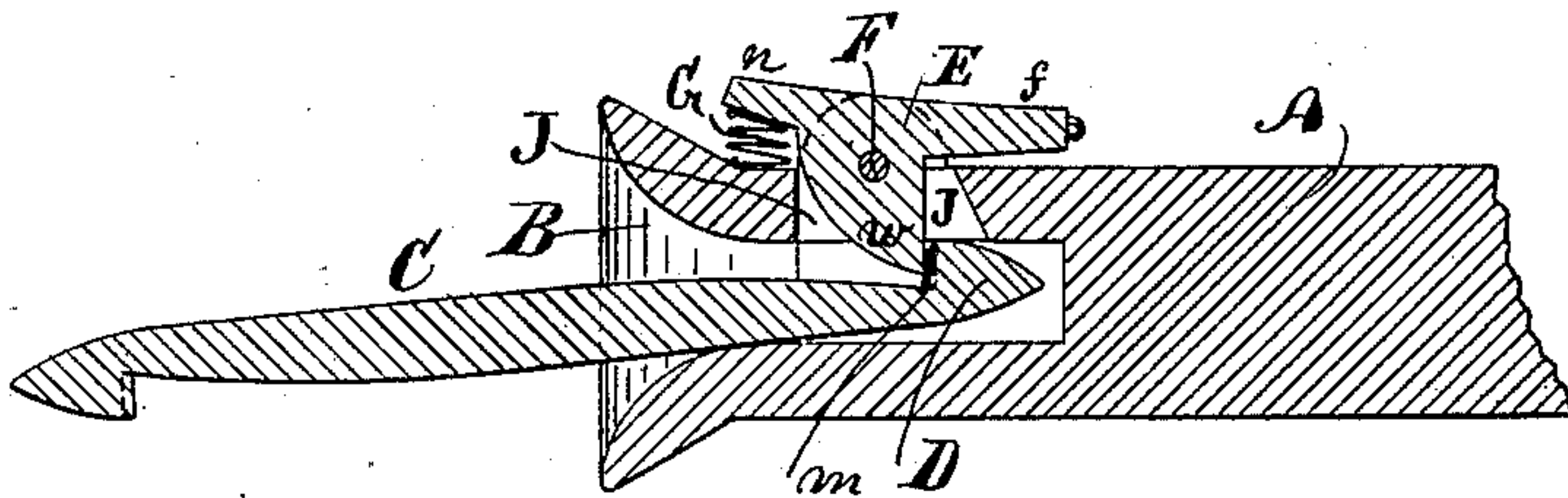


Fig. 1.



WITNESSES:
Geo. H. Brunk
H. W. Coe

INVENTOR:
David F. Hawk
Henry L. Hawk
Per E. O. Brunk
their Attorney

UNITED STATES PATENT OFFICE.

DAVID F. HAWK AND HENRY L. HAWK, OF SUGAR CREEK TOWNSHIP,
HANCOCK COUNTY, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 245,719, dated August 16, 1881.

Application filed May 24, 1881. (No model.)

To all whom it may concern:

Be it known that we, DAVID F. HAWK and HENRY L. HAWK, citizens of the United States, residing at Sugar Creek township, in the county of Hancock and State of Indiana, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

Our invention relates to improvements in car-couplings in which the draw-bar head is provided at its upper side with an opening in which is pivoted a pawl which operates in conjunction with a coupling draw-bar; and the object of our invention is to construct a coupling which is strong, durable, and easily operated. This object we accomplish by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 represents a sectional view of the draw-head, showing the draw-bar held in position by the pawl; and Fig. 2 is a top view of the draw-head.

Similar letters of reference refer to like parts throughout the several views.

A represents a draw-head, having the usual chamber, B, in its front end to receive links. The upper central portion of the head is provided with an opening, J, and on each side of said opening are the lugs H H.

The pawl E is constructed similar to that shown in Fig. 1, and is made fast in the opening J by the pivot-stud F. The front end, *n*, is held up by the spring G, and the rear end, *f*, rests against the top of the head A. The pawl part *w* engages with the head D of the

draw-bar C and forms the coupling. The head D of the draw-bar C is rounded at *m* to permit a rocking motion on the pawl *w*.

The operation of our improved coupler is as follows: One end of the draw-bar C is inserted in a draw-head on one car and the bar C held in a horizontal position. As the other car approaches to be coupled the end D of the bar C enters the recess B of approaching coupling, and the head D raises the pawl E until the head D has passed the part *w* of the pawl, when the spring G causes the pawl to fall in front of the head D, and the coupling is effected.

In order to release the coupling, raise the part *f* of the pawl and the bar C is free to come out as the cars move apart.

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

In a car-coupling, the draw-head A, having a recess, B, in its front, an opening, J, in its top, with lugs H H at each side, combined with the pawl E, having arm *n* in front, an arm, *f*, at the rear, and the pawl part *w* below, and the link C, with head D, all substantially as shown and described.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

DAVID F. HAWK.
HENRY L. HAWK.

Witnesses:

E. O. FRINK,
GEO. H. RENNETT.