

(No Model.)

J. W. HANCOCK
CAR COUPLING.

No. 249,040.

Patented Nov. 1, 1881.

Fig: 1.

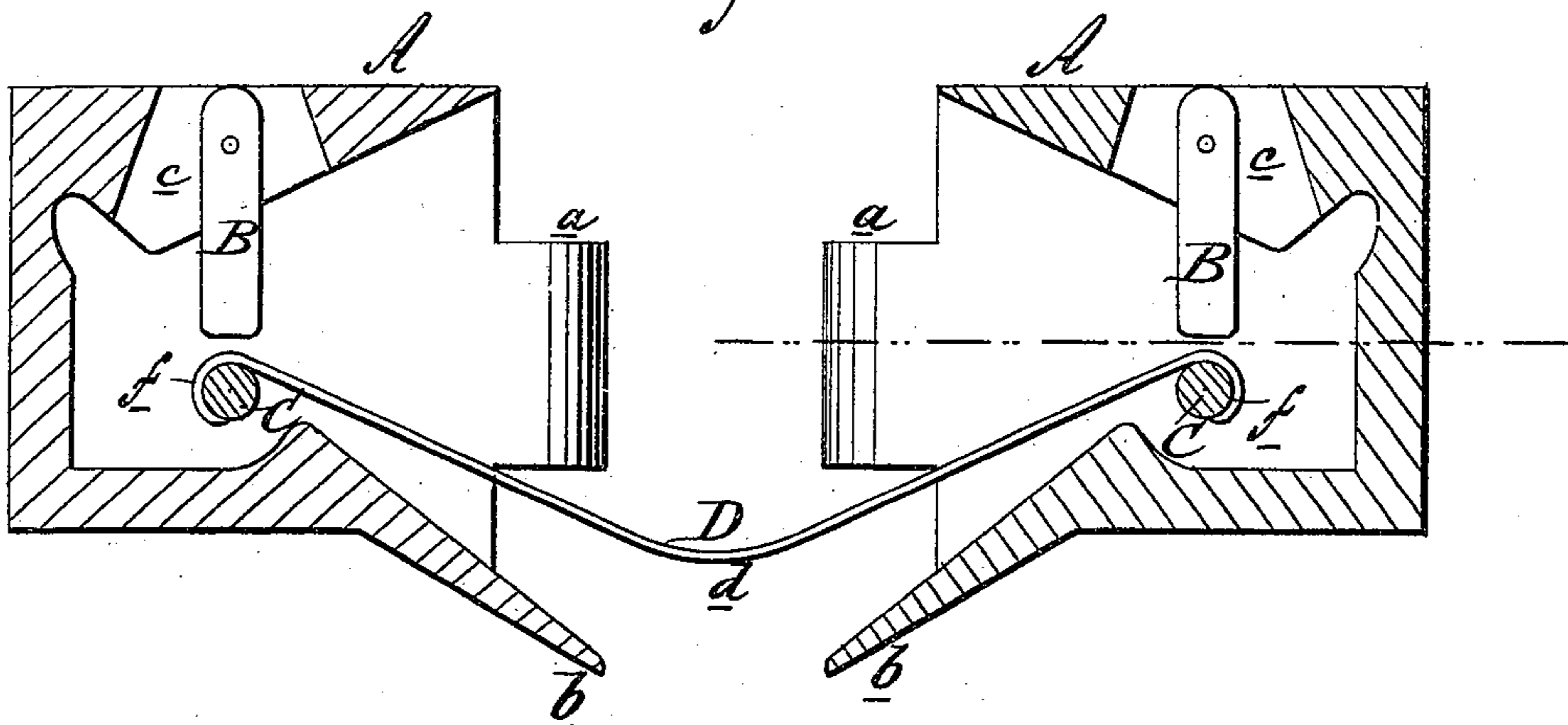


Fig: 2.

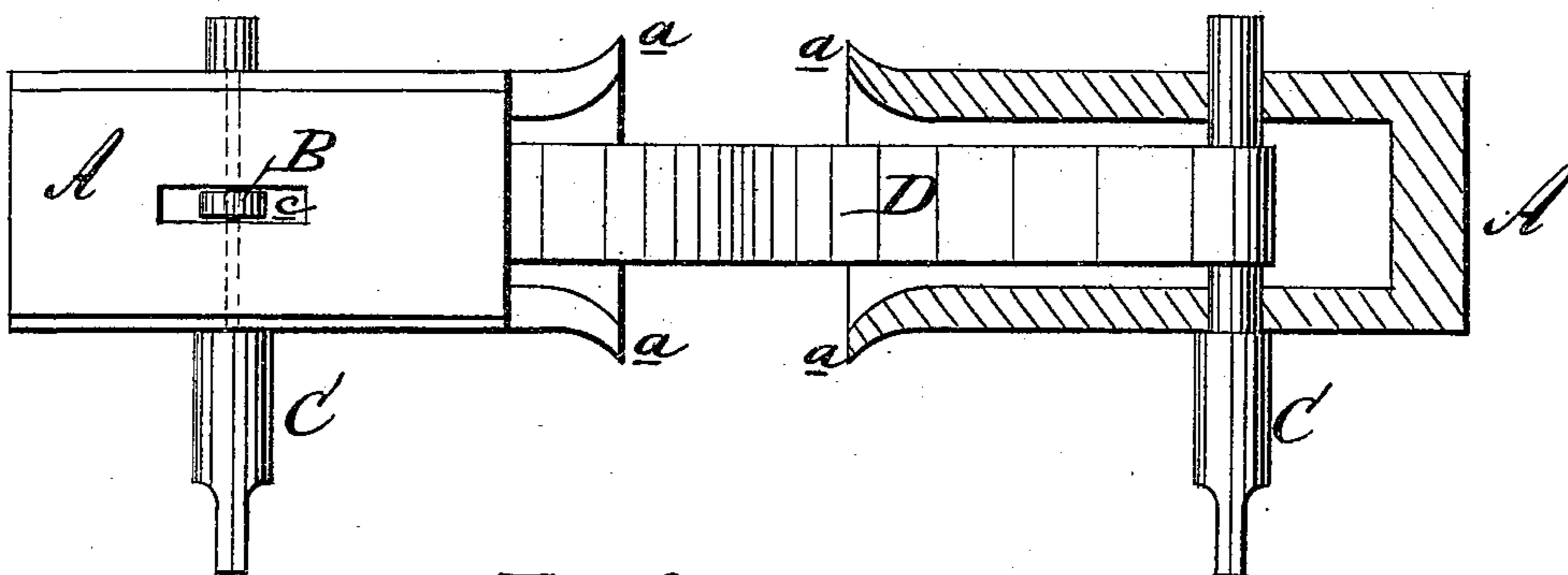
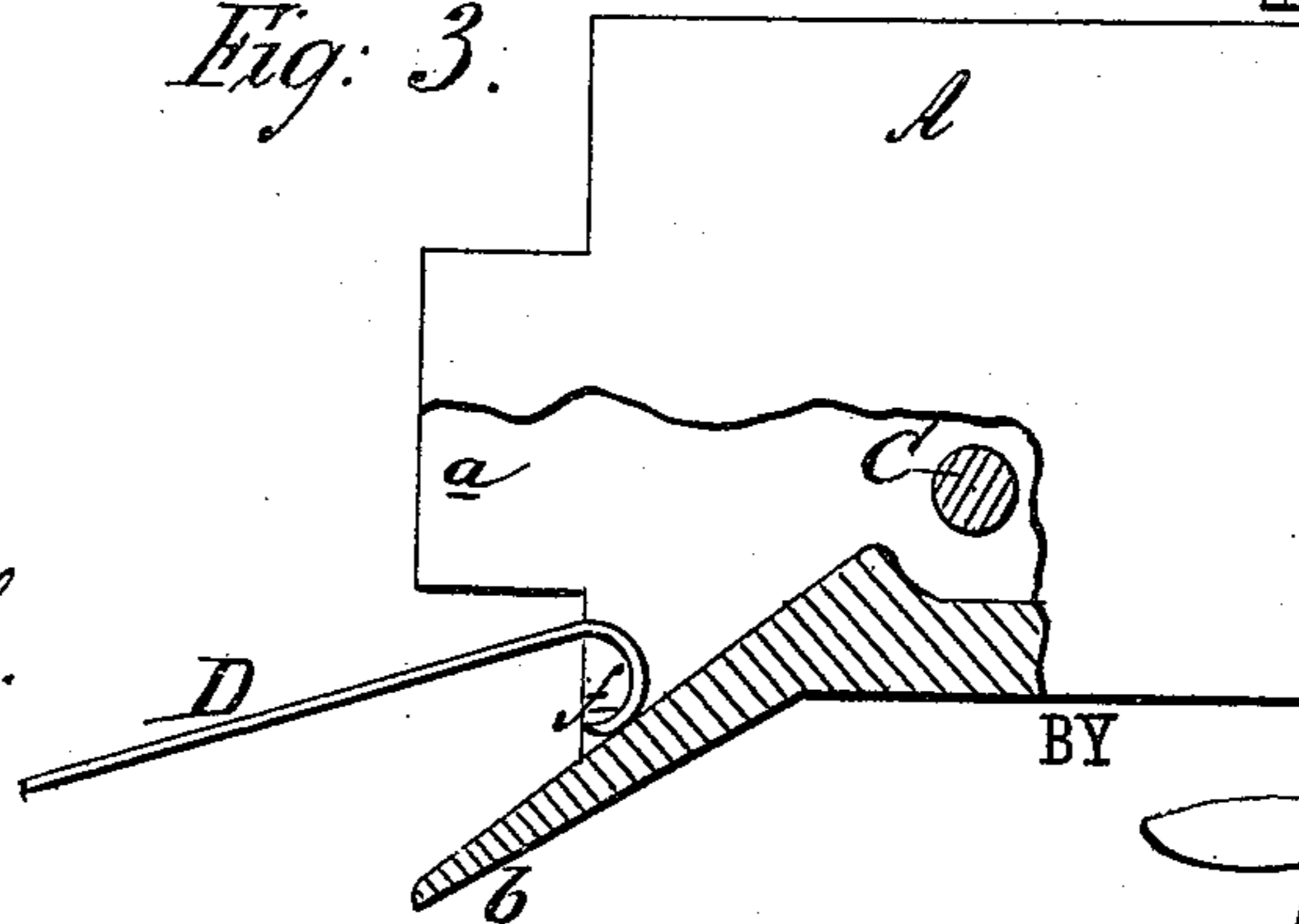


Fig: 3.



WITNESSES:

A. Schehl.
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UNITED STATES PATENT OFFICE.

JAMES W. HANCOCK, OF UNION, ASSIGNOR TO HIMSELF AND GEORGE T. MATTINGLY, OF WAVERLY, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 249,040, dated November 1, 1881.

Application filed June 4, 1881. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. HANCOCK, of Union, in the county of Union and State of Kentucky, have invented a new and Improved
5 Car-Coupler, of which the following is a specification.

This invention relates to what are called "self-couplers;" and it consists of draw-heads with flaring and projecting sides and lower
10 lips provided with vertical swinging pendants and transverse coupling-pins, and of a coupling-link, consisting of a flat bar of metal bent downward in the center and having its ends curved or turned downward, to clasp or engage
15 on the coupling-pins.

Figure 1 is a sectional side elevation of the device. Fig. 2 is a plan of the same, partly in section. Fig. 3 is a partly-sectional side elevation, showing an end of the coupling-link
20 entering a draw-head.

Similar letters of reference indicate corresponding parts.

In the drawings, A represents a draw-head, having projecting and flaring sides or cheeks
25 *a a*, that are designed to serve as bumpers, and also to laterally direct the coupling-link D. The lower lip, *b*, of said draw-head A is extended downward and forward, its slope or incline reaching within the draw-head, to serve
30 to guide the coupling-link D upward in coupling cars, as shown in Fig. 3, and to enable said coupling-link D to couple high or low, to assume the dependent position most suitable for its effective and secure coupling.

35 Within a vertical slot, *c*, in the top of the draw-head A, a pin or pendant, B, is pivoted, so that it shall swing and hang directly above the coupling-pin C, which is entered transversely through the said draw-head A.

40 D is the coupling-link, consisting of a simple flat bar of iron or other metal bent downward in the center, as shown at *d*, and having its ends curved or turned downward, as shown at *f f*, to engage over and upon the coupling-
45 pin C.

To operate the device, one end of the coupling-link D is entered into a draw-head, A, and engaged over a coupling-pin, C, where it is held by a pendant, B, whose points rest on or immediately over the entered end of the said
50 link. Then, in order to couple the cars, the opposite end of the said coupling-link D is entered into the opposite draw-head A, striking the lip *b*, and being thereby inclined upward, and striking the pendant B in said draw-head,
55 forces said pendant B up and back, and itself pushes rearward into the recess *g* of the draw-head A, with the end of said pendant B resting upon its upper face. Then, as the cars pull apart, said end of the coupling-link D is drawn
60 downward, and, being still pressed by the pendant B, grasps or engages with the coupling-pin C in said draw-head, and is prevented from lifting vertically therefrom enough to uncouple
65 by the continued pressure or presence of the said pendant B, though permitted a free backward movement.

To uncouple the cars, a coupling-pin, C, must be withdrawn, which may be done from the side of the car, thereby avoiding the risk to life
70 and limb consequent upon going between the cars for that purpose.

Having thus fully described my invention, I claim as new and desire to secure by Letters
75 Patent—

1. A car-coupler consisting of the draw-head A, having an inclined lower lip, *b*, and longitudinal upper slot, *c*, the freely-swinging pendant B, pivoted in said slot, the transverse coupling-pin C, and the centrally-bent link D,
80 having curved ends *f*, as set forth.

2. In a car-coupler, the freely-swinging pendant B, substantially as herein shown and described, whereby the coupling-link is prevented from uncoupling, as set forth.

JAMES W. HANCOCK.

Witnesses:

R. A. MATTINGLY,
HENRY VAUPEL.