

(No Model.)

T. R. MORGAN & J. J. & G. C. McKITTERICK.

CAR COUPLING.

No. 249,075.

Patented Nov. 1, 1881.

Fig. 1.

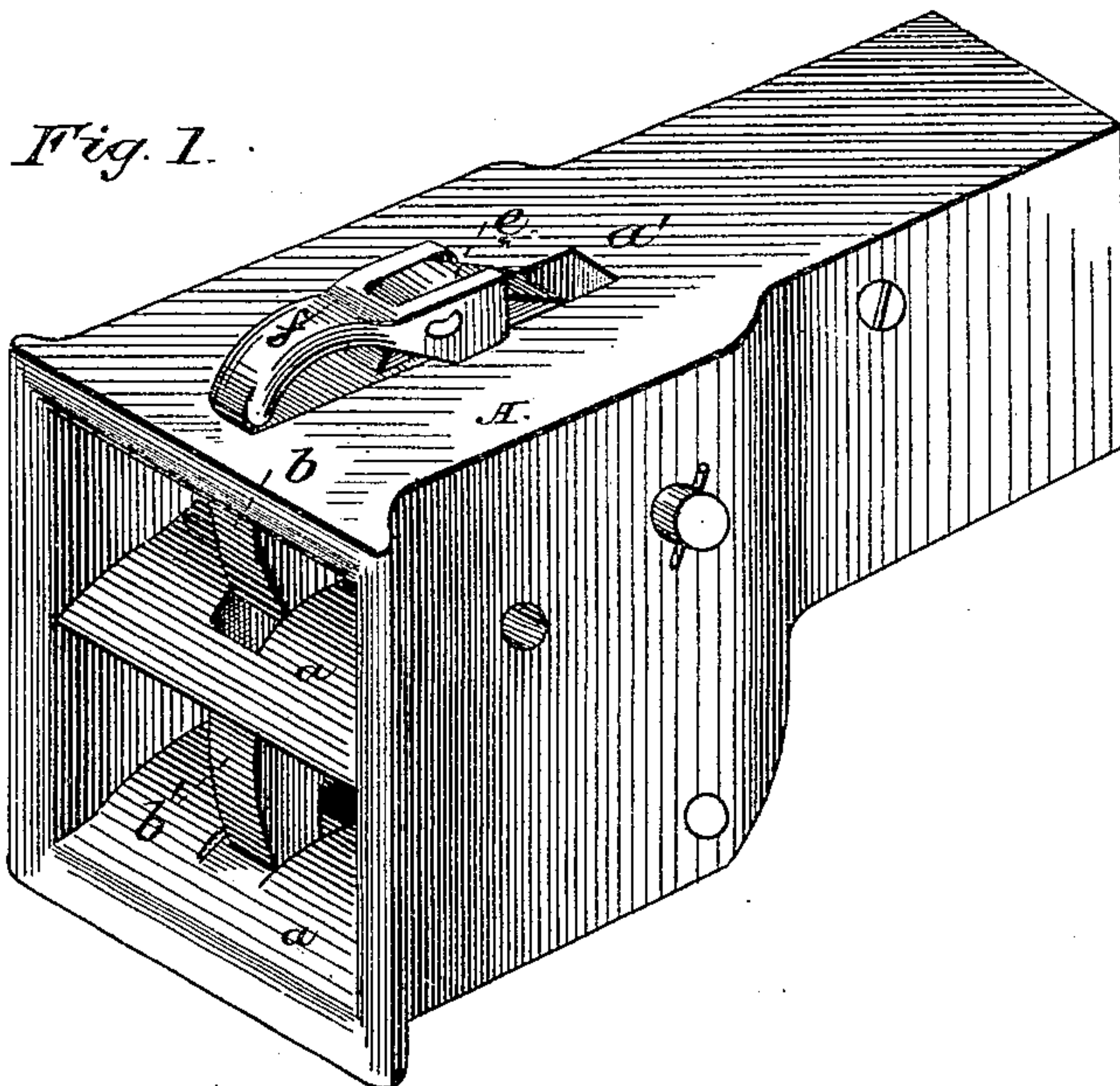
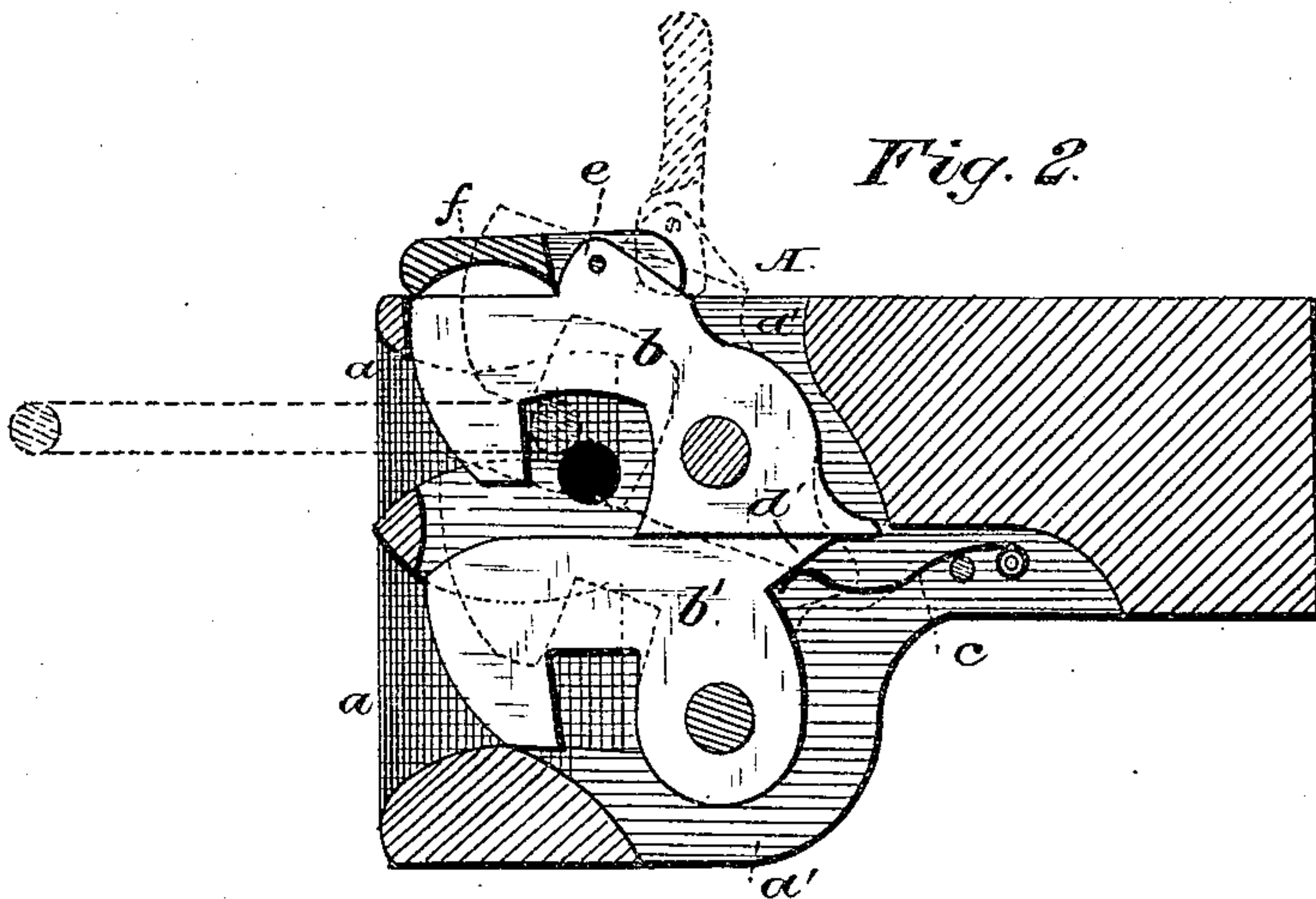


Fig. 2.



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# UNITED STATES PATENT OFFICE.

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## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 249,075, dated November 1, 1881.

Application filed March 29, 1881. (No model.)

*To all whom it may concern:*

Be it known that we, THOMAS R. MORGAN, JOHN J. MCKITTERICK, and GEORGE C. MCKITTERICK, all citizens of the United States, residing at Jackson, in the county of Jackson and State of Ohio, have invented a new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

The object of our invention is to provide an automatic freight-car coupling which shall be adapted for use in coupling cars of different heights; and our invention consists in a draw-head having two chambers for the link, provided with spring-operated hooked levers for engaging with and holding the link, as hereinafter described.

In the accompanying drawings, Figure 1 represents a perspective view of our invention; and Fig. 2, a longitudinal section, showing the mechanism of the hooks.

The draw-head A is constructed with two chambers, *a a*, one above the other, having the horizontal partition between them beveled to an edge in front, and a similar bevel upon each remaining side thereof for guiding the link into coupling position. Extending through the draw-head from top to bottom, and nearly, or quite, to the outer end, is a central slot, *a'*, for receiving the hooked levers *b b'*, which are pivoted one above the other by pins passing through the draw-head, and provided with suitably-inclined heads for being lifted by the contact and pressure of the link. The said hooks are designed to be operated by gravity or by a single spring, *c*, which is secured in the slot on the under side of the draw-head, so as to press up against a heel, *d'*, on lever *b'*, whereby the hooked end of said lever is held down in engagement with the link, holding the link in a horizontal position. The lever or hook *b* is pivoted above hook *b'*, so that its plane under surface shall rest upon the top of the latter, and the movement of each be limited and controlled by the other. The hook *b* is provided with a projection, *e*, which extends above the draw-head, and has pivoted thereto a toggle-lever, *f*, for lifting the hooks to release the link. The said toggle-lever is so arranged that

its rounded heels will slide upon the top of the draw-head to lift the hooks, and when moved backward beyond a vertical position its movement will be arrested by the said projection, and it will thereby be locked and the hooks held up until the cars are uncoupled. It is then thrown back into its former position and the next coupling is accomplished automatically by the impinging of the link against the end of one of the hooks. The draw-head is provided with a horizontal perforation above the lower hook, through which a pin may be passed for holding the said hook securely down, if desired, and in case the hooks should be broken a pin may be inserted into the vertical slot for holding the link.

It will be seen that our car-coupling may be constructed with only one chamber, or with several, without departing from the main principle; but ordinarily two chambers are preferable, since they will admit of coupling with cars, using the ordinary link, of from eight to ten inches difference in height.

A modification of the hooked levers consists in having them connected by a rod or bar instead of being placed in juxtaposition, as above described; or they may be made in one piece having two pivots, the upper pivot passing through an oblong hole in the hooks.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a car-coupling, the combination of two hooks, which are pivoted with their upper and lower edges, respectively, in contact with each other, substantially as shown and described, whereby both may be operated by one and the same spring, as specified.

2. In a car-coupling, the combination of hook *b'*, having heel *d'*, spring *c*, secured against the under side thereof, and hook *b*, pivoted in contact with the upper edge of hook *b'*, substantially as shown and described, and for the purpose set forth.

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