

(No Model.)

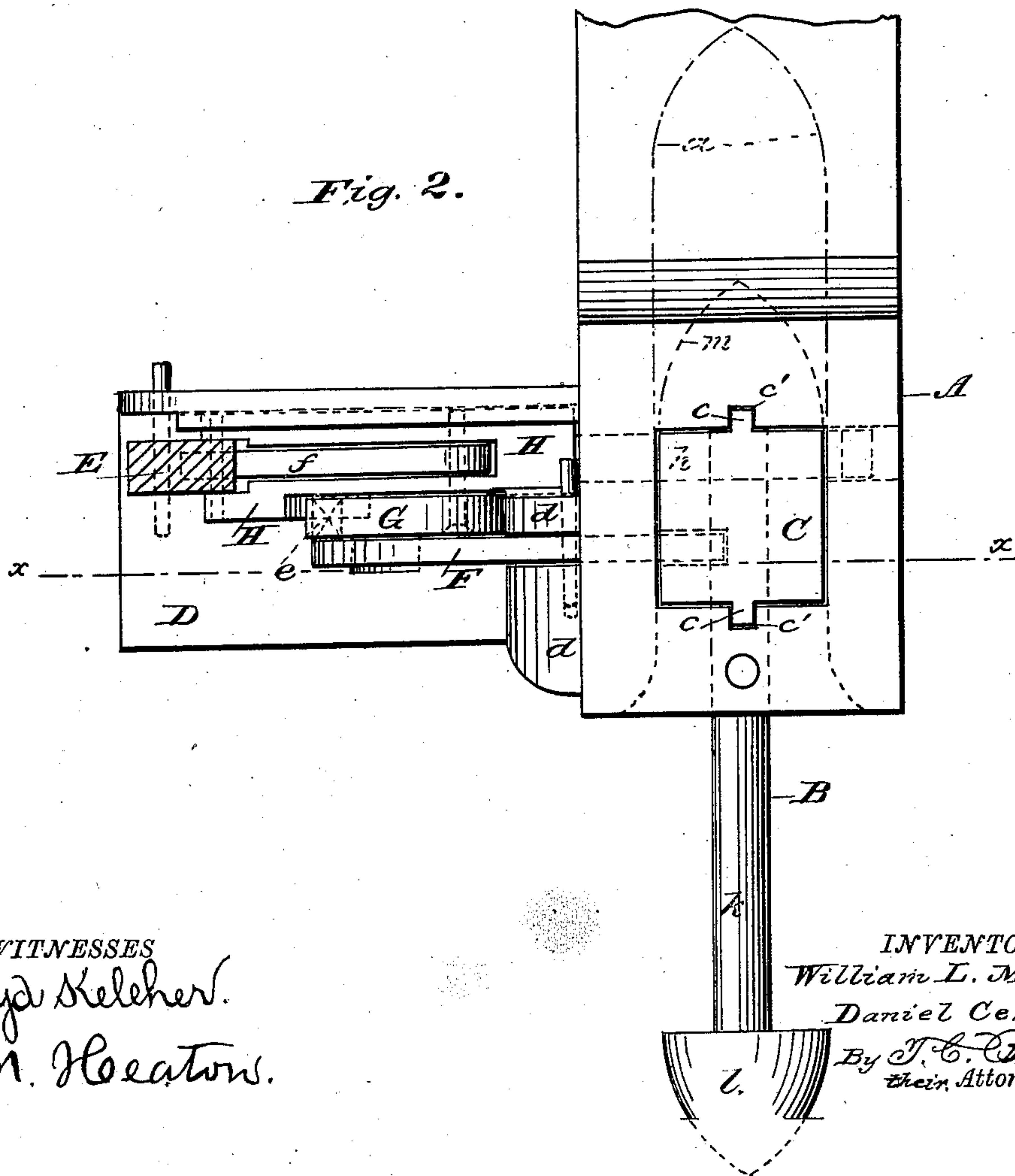
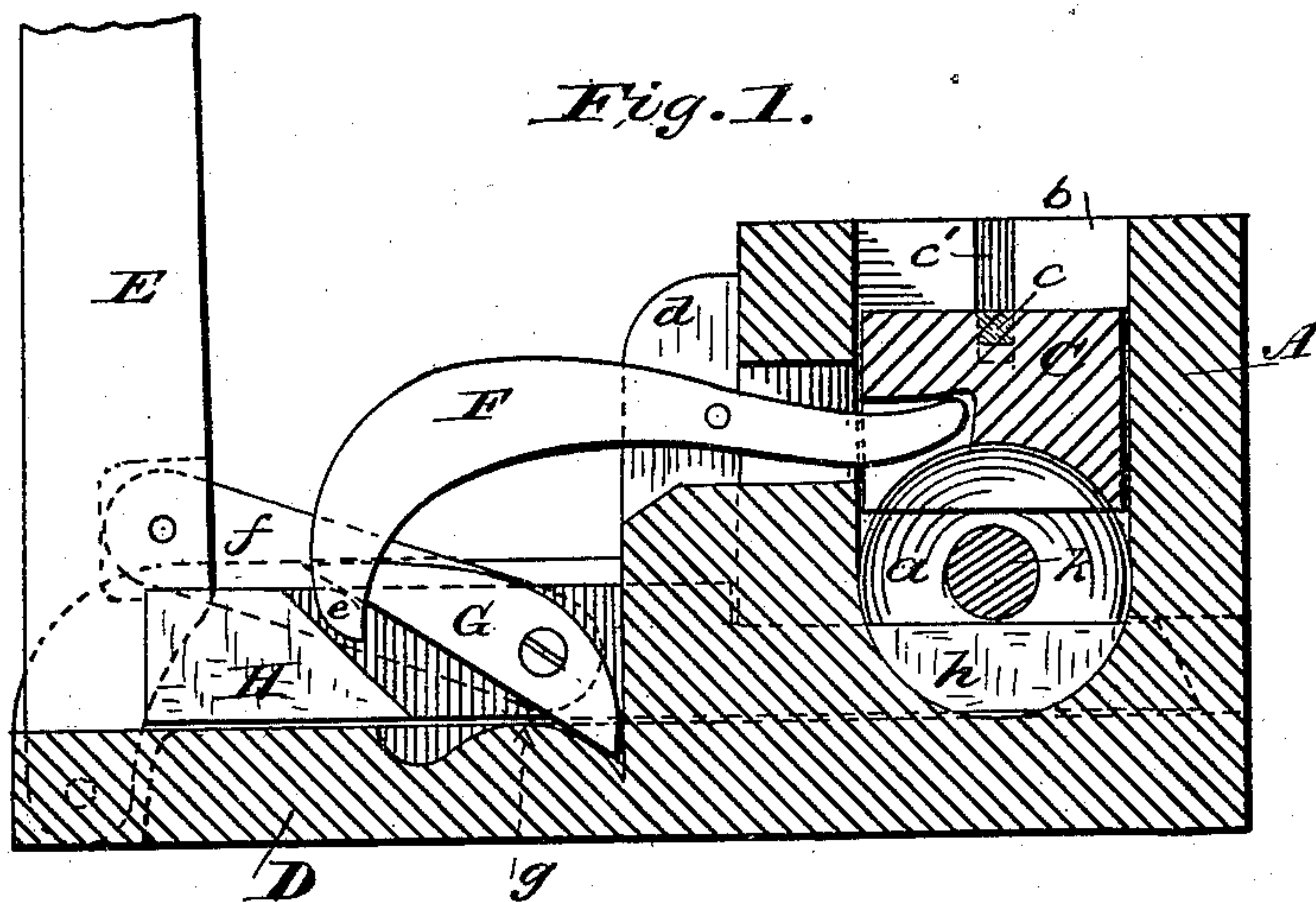
2 Sheets—Sheet 1.

W. L. MOSEBEY & D. CESSNA.

CAR COUPLING.

No. 256,358.

Patented Apr. 11, 1882.



WITNESSES
Soloyd Keleher.
J. M. Heaton.

INVENTORS:
William L. Mosebey,
Daniel Cessna,
By J. C. Brecht,
their Attorney

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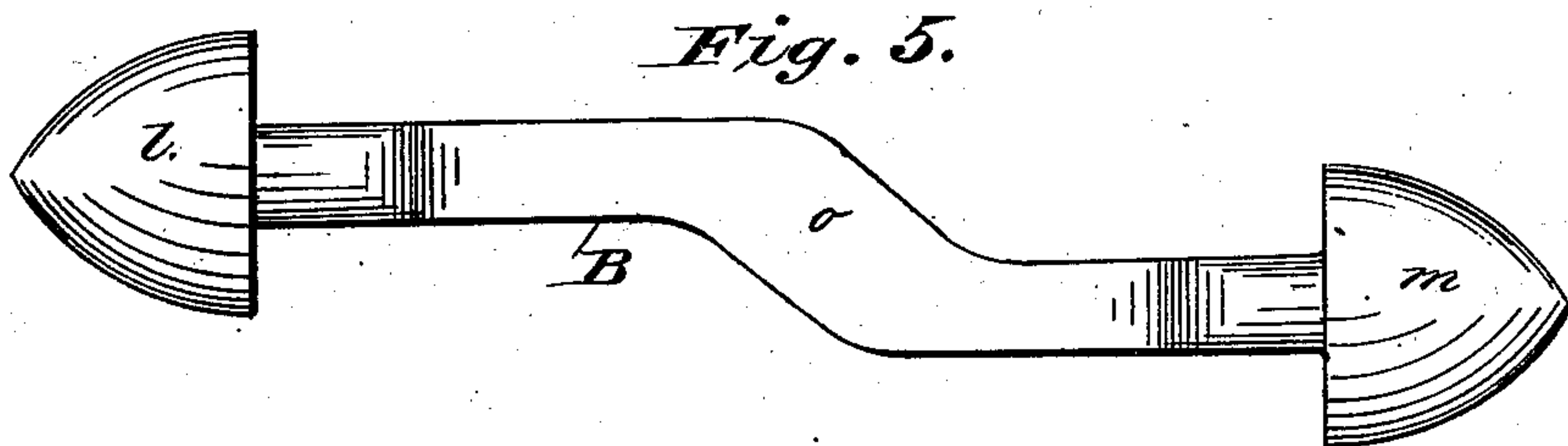
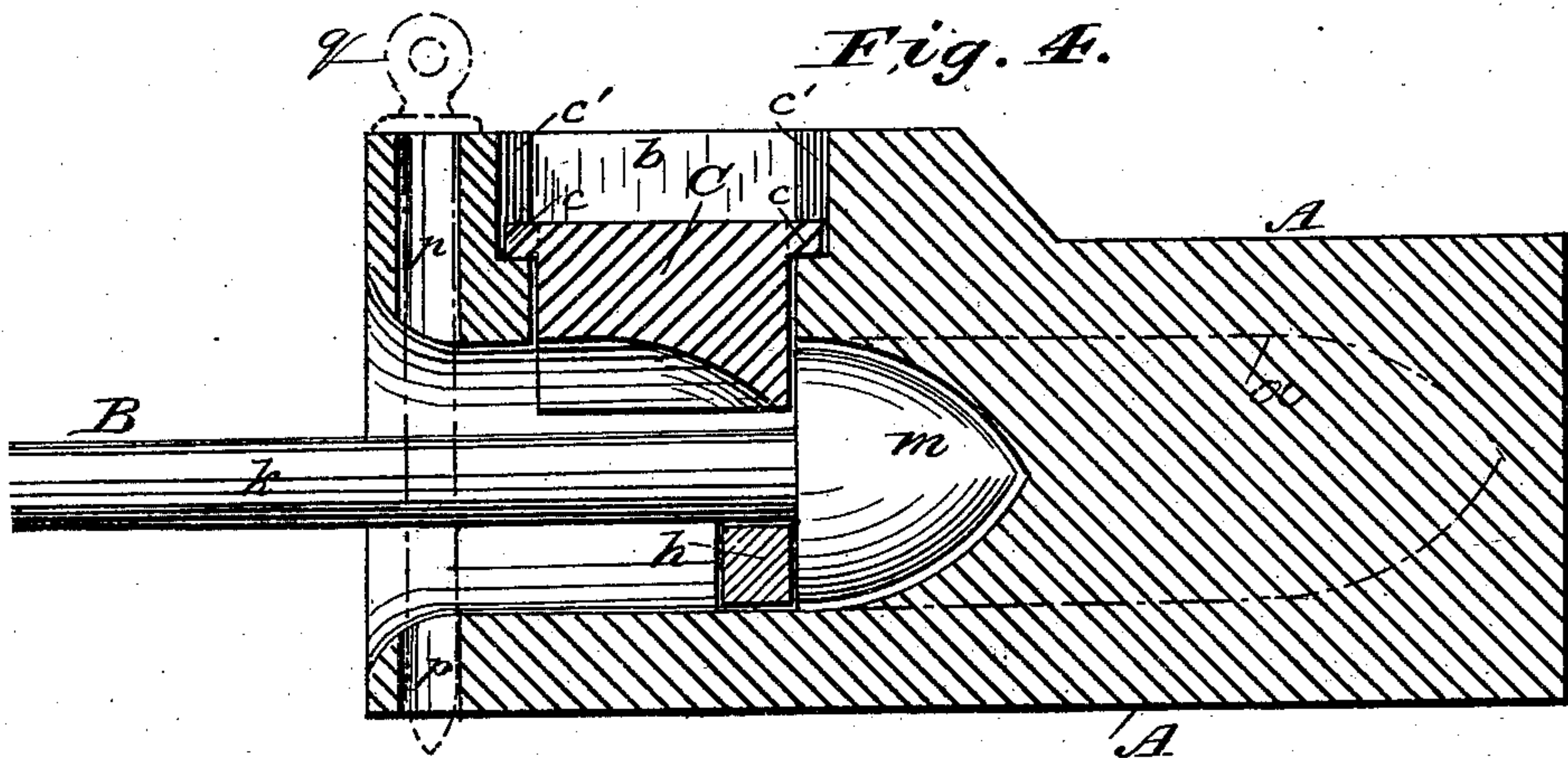
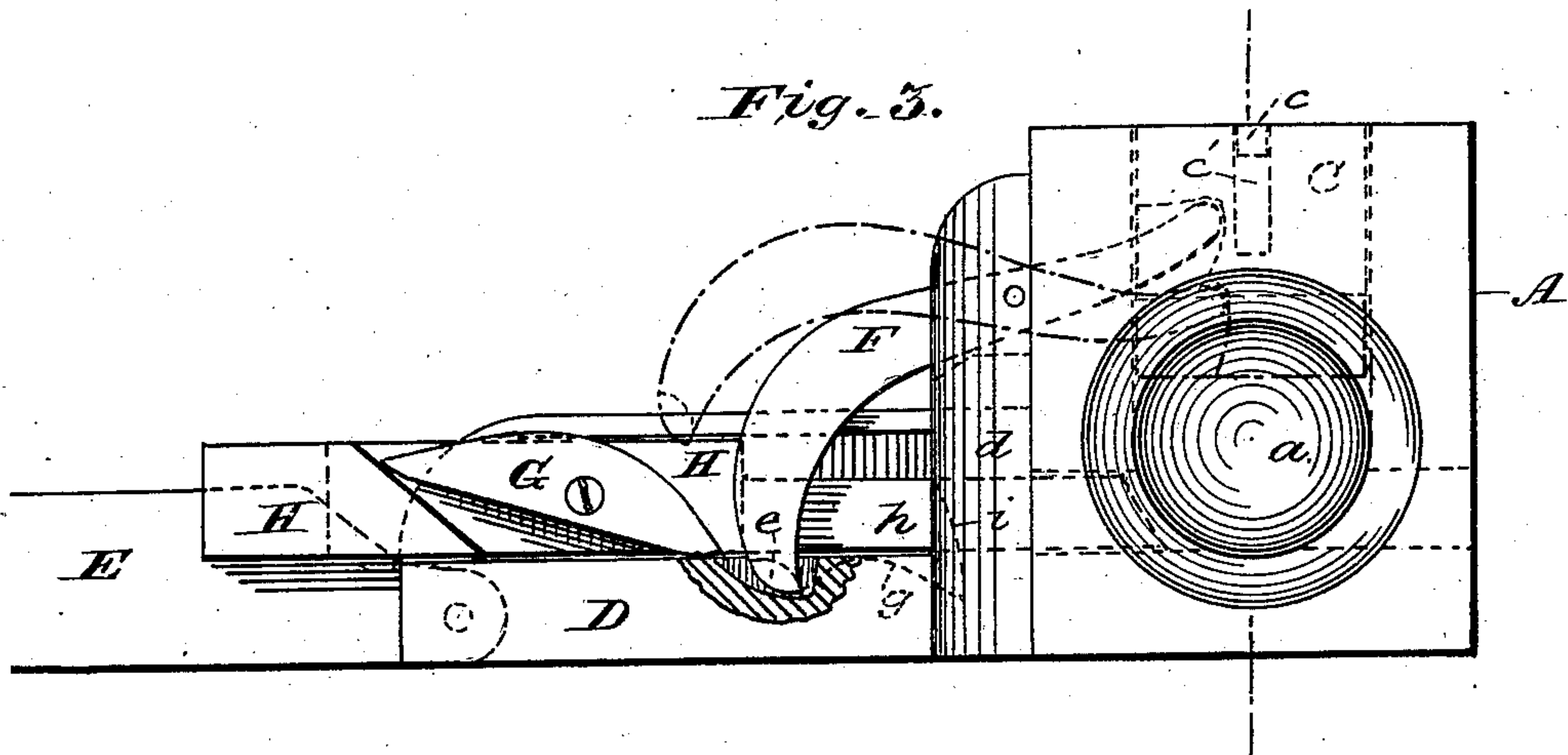
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UNITED STATES PATENT OFFICE.

WILLIAM L. MOSEBEY, OF WELLS' TANNERY, AND DANIEL CESSNA, OF
BEDFORD, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 256,358, dated April 11, 1882.

Application filed March 10, 1882. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM L. MOSEBEY, residing at Wells' Tannery, in the county of Fulton and State of Pennsylvania, and DANIEL CESSNA, residing at Bedford, in the county of Bedford and State aforesaid, both citizens of the United States, have invented certain new and useful Improvements in Automatic Car-Couplings; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to improvements in automatic car-couplings; and the object is to construct a car-coupling that is automatic in its operation, and will not become detached when coupled, but is held at its upper and lower sides, and that can be readily applied to any cars now in use, and will not get out of order.

The invention consists in the construction and arrangement of the different parts of a car-coupling, as will be more definitely described hereinafter, reference being had to the accompanying drawings and the letters of reference marked thereon.

Like letters refer to like parts in the different figures of the drawings, in which—

Figure 1 represents a vertical cross-section on line *xx* of Fig. 2, showing the coupling-bar locked in position. Fig. 2 is a plan view of the same. Fig. 3 is an end elevation, with the mechanism unlocked and ready to receive the coupling-bar, in broken lines. Fig. 4 is a longitudinal section of Fig. 1. Fig. 5 is a side view of a modified form of coupling-bar.

In the drawings, A represents the bumper or main casting of the coupling, having a circular hole, *a*, into which the coupling-bar B fits, and this hole may be extended in the bumper when it is to be used on freight-cars, as shown by the broken lines in Fig. 2.

In the forward part of the bumper A is arranged a square hole, *b*, into which a weighted locking-piece, C, fits, and is guided by tongues *c*, fitting into grooves *c'*. To one side of the bumper is cast a lug or projection, D, extending horizontally, and having a lever, E, pivoted to its outer end. Another vertical projection, *d*, is recessed out at its upper end, and

within this recess is pivoted a curved lever or trigger, F, one end of which extends in the cavity *b* and under the locking-piece C, while its other end is provided with a rounded projection, *e*, extending at right angles to the trigger F.

A catch-piece, G, is pivoted to the sliding bar H, which is connected to the operating-lever E by means of a link, *f*, while a finger, *h*, extends transversely through the hole *a* and fits into a cavity in the opposite side thereof. The catch-piece G is automatically moved upward when the lever E is moved into a vertical position by coming in contact with a curved projection, *g*, on its lower side, while the upper side bears against a recessed part, *i*, in the projection *d* until released by the lever E and its connecting mechanism. The outer end of the catch-piece G rests in its locked position upon the projection *e* of the trigger.

It will be thus seen that when the coupling-bar is locked in place it is held at its upper as well as at its lower side, and this is a very important feature of our invention. The coupling-bar is also of peculiar construction, being made of a round bar, *k*, and having two conical heads, *l m*, so that no matter which side thereof is presented to the coupling device it will be always ready to be locked above and below by the weighted locking-piece C and finger *h*.

By moving the lever E in the horizontal position shown in Fig. 3 the trigger is released from the catch-piece G, and by its outer curved end, which is weighted, it will raise the locking-piece C, while at the same time the finger *h* is withdrawn from its position across the hole *a* in the bumper A, and the coupling-bar is released and can be withdrawn.

In case it is desired to couple two cars together of different heights, we employ a coupling-bar, as shown in Fig. 5, having a bend or crook in it, as shown at *o*.

If it is desired to couple cars having the ordinary coupling links or bars with pins, we provide a hole, *p*, into which the pin *q* (shown in Fig. 4) fits and couples the cars.

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

1. In car-couplings, the locking-piece C and finger *h*, operated by mechanism, substantially as described, to lock a coupling bar, B, at the upper and lower sides of its head, substantially as specified.

2. In car-couplings, the pivoted trigger F, catch-piece G pivoted to the finger-bar H, and operated by a link, *f*, and lever E, arranged for operation substantially as specified, and for the purpose set forth.

3. In car-couplings, the catch-piece G, held in locked position by a curved projection, *g*, and a recessed part, *i*, in combination with a pivoted trigger, F, having projection *e*, and operated by suitable connecting mechanism, substantially as specified.

4. The combination of the weighted locking-piece C and finger-bar H with a pivoted

trigger, F, having projection *e*, a pivoted catch-piece, G, the link *f*, and lever E, all arranged substantially as specified.

5. The combination of the bumper A, having projection D, cavities *a b*, and weighted locking-piece C, with the pivoted trigger F, catch-piece G, pivoted to the sliding bar H, having finger *h*, connecting-link *f*, and lever E, all constructed and arranged substantially as shown and herein set forth.

In testimony whereof we hereby affix our signatures in presence of two witnesses.

W. L. MOSEBEY.
DANIEL CESSNA.

Witnesses:

LLOYD F. KELEHER,
F. M. HEATON.