

(No Model.)

J. KING.
CAR COUPLING.

No. 263,185..

Patented Aug. 22, 1882.

fig. 1.

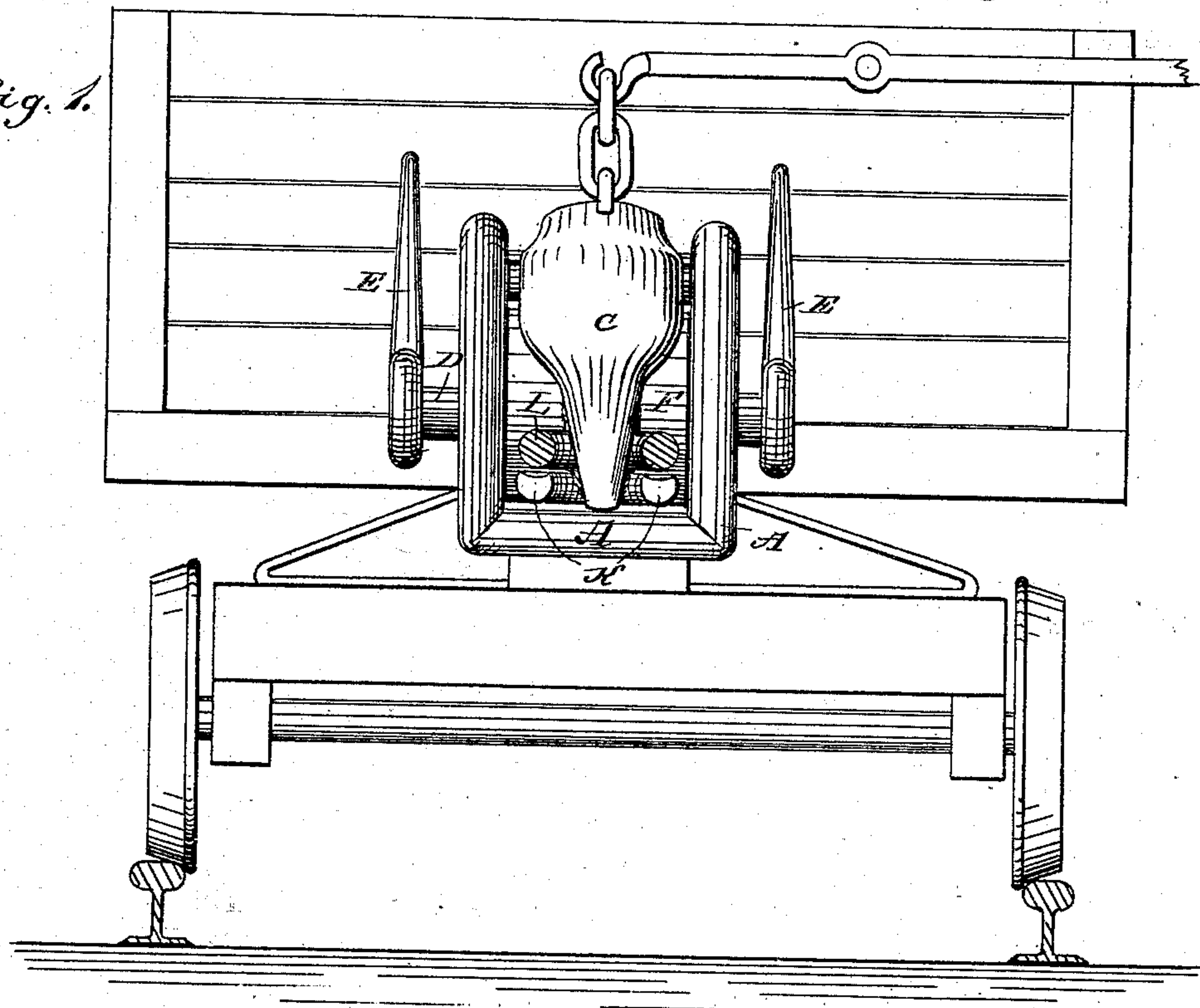
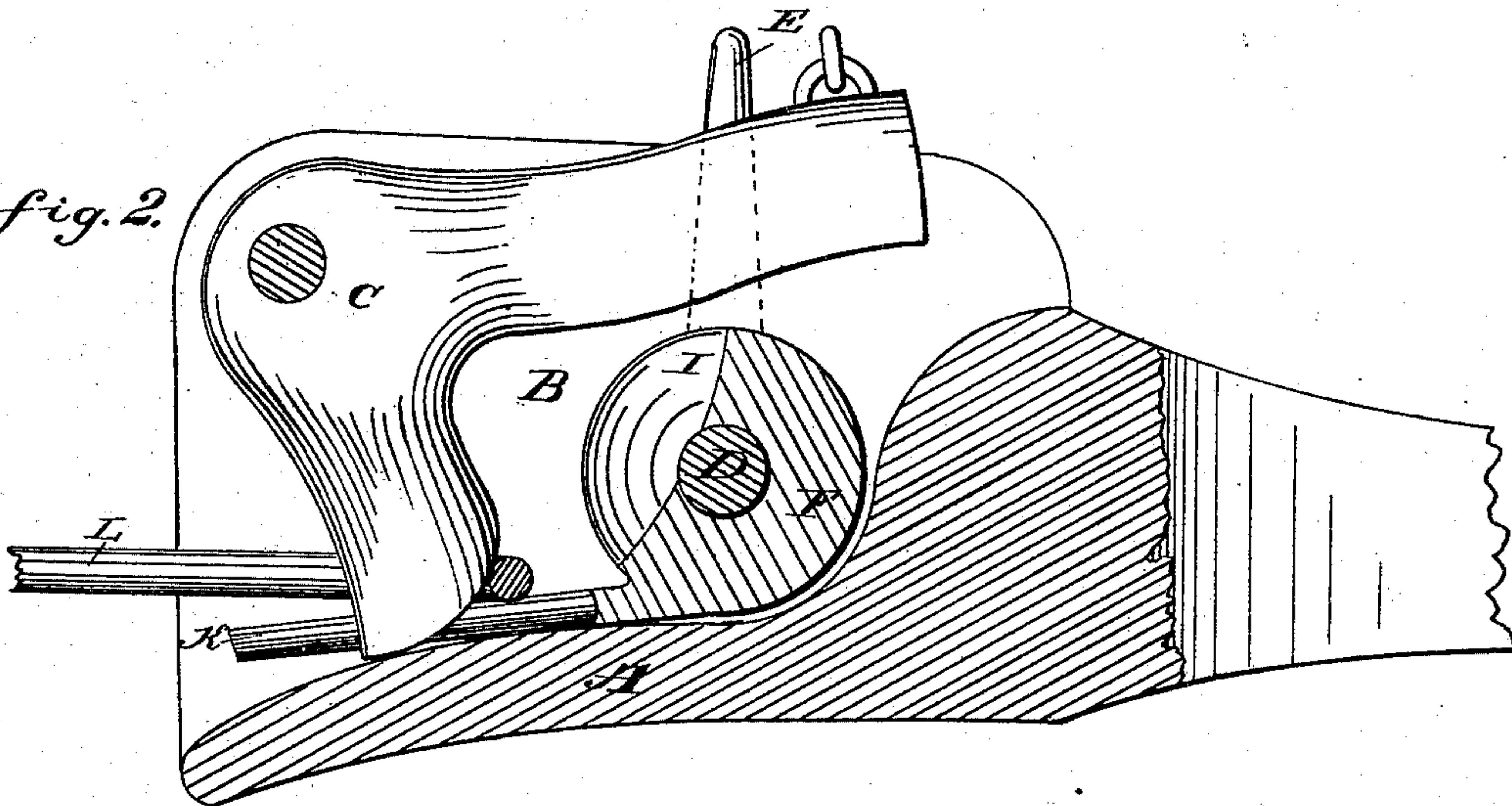


fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JACOB KING, OF GENEVA, INDIANA, ASSIGNOR TO HIMSELF AND DANIEL P. BOLDS, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 263,185, dated August 22, 1882.

Application filed May 29, 1882. (No model.)

To all whom it may concern:

Be it known that I, JACOB KING, of Geneva, in the county of Adams and State of Indiana, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the combination, with a draw-head having a recess in its top and end, of an L-shaped or angular-pivoted coupling bar or hook, which can be locked by means of a fork attached to a disk on a transverse shaft in the draw-head, which fork is also to be used for holding the coupling-link at a greater or less inclination to guide it into the opposite draw-head.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is an end elevation of my improved car-coupling. Fig. 2 is a longitudinal sectional elevation of the same, showing the construction on an enlarged scale.

The draw-head A is provided with a large recess, B, open at the top and front and having its bottom gently inclined from the end inward. The L-shaped coupling bar or hook C is pivoted at its angle to the upper front corners of the draw-head in such a manner that its short arm projects downward and its long arm backward. A chain or lever, or other device for raising it, is attached to the inner end of the long or horizontal arm. A transverse shaft, D, is journaled in the draw-head at or near the rear part of the recess, and this shaft is provided at the projecting ends with handles E or other suitable devices for operating it. A cylindrical block or disk, F, is rigidly mounted on this shaft, and has its upper part cut out to form a recess, I. A fork, K, having its upper surface slightly grooved or recessed, is attached to the lower part of the cylindrical block, and, resting on the bottom of the recess of the draw-head, projects toward the outer end of the draw-head.

The operation is as follows: If the coupling-link L enters the draw-head, it pushes the vertical arm of the coupling hook or bar C in-

ward and passes under the end of this vertical arm, thereby raising the rear end of the coupling hook or bar. As soon as the link has passed this rear end drops and the link will be locked in the draw-head. If the cars are to be uncoupled, the inner or rear end of the coupling-hook is raised to draw the vertical arm of the coupling-bar inward and to permit withdrawing the link. The recess I must be provided in the block or disk F to permit the end of the vertical arm of the coupling-bar to swing in the draw-head. If the shaft D is turned so that the fork K projects upward, the coupling-bar will be locked, as the end of the vertical arm of the coupling-bar would strike against the inner cross-bar of the fork if an attempt should be made to raise the coupling-bar. This fork is also to be used to hold the link at any desired inclination to guide it into the opposite draw-head.

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

1. In a car-coupling, the combination, with the draw-head A, of the L-shaped or angular-pivoted coupling-bar, and of a locking-fork pivoted in the draw-head, substantially as herein shown and described, and for the purpose set forth.

2. In a car-coupling, the combination, with the draw-head A, of the L-shaped or angular-pivoted coupling-bar C, the transverse shaft D, the block or disk F, rigidly mounted thereon, and the fork K, attached to this disk, substantially as herein shown and described, and for the purpose set forth.

3. In a car-coupling, the combination, with the draw-head A, of the L-shaped or angular-pivoted coupling-bar C, the transverse shaft D, the block or disk F, rigidly mounted thereon and provided with a recess, I, and of the fork K, attached to this disk, substantially as herein shown and described, and for the purpose set forth.

JACOB KING.

Witnesses:

P. B. MANLEY,
DANIEL P. BOLDS.