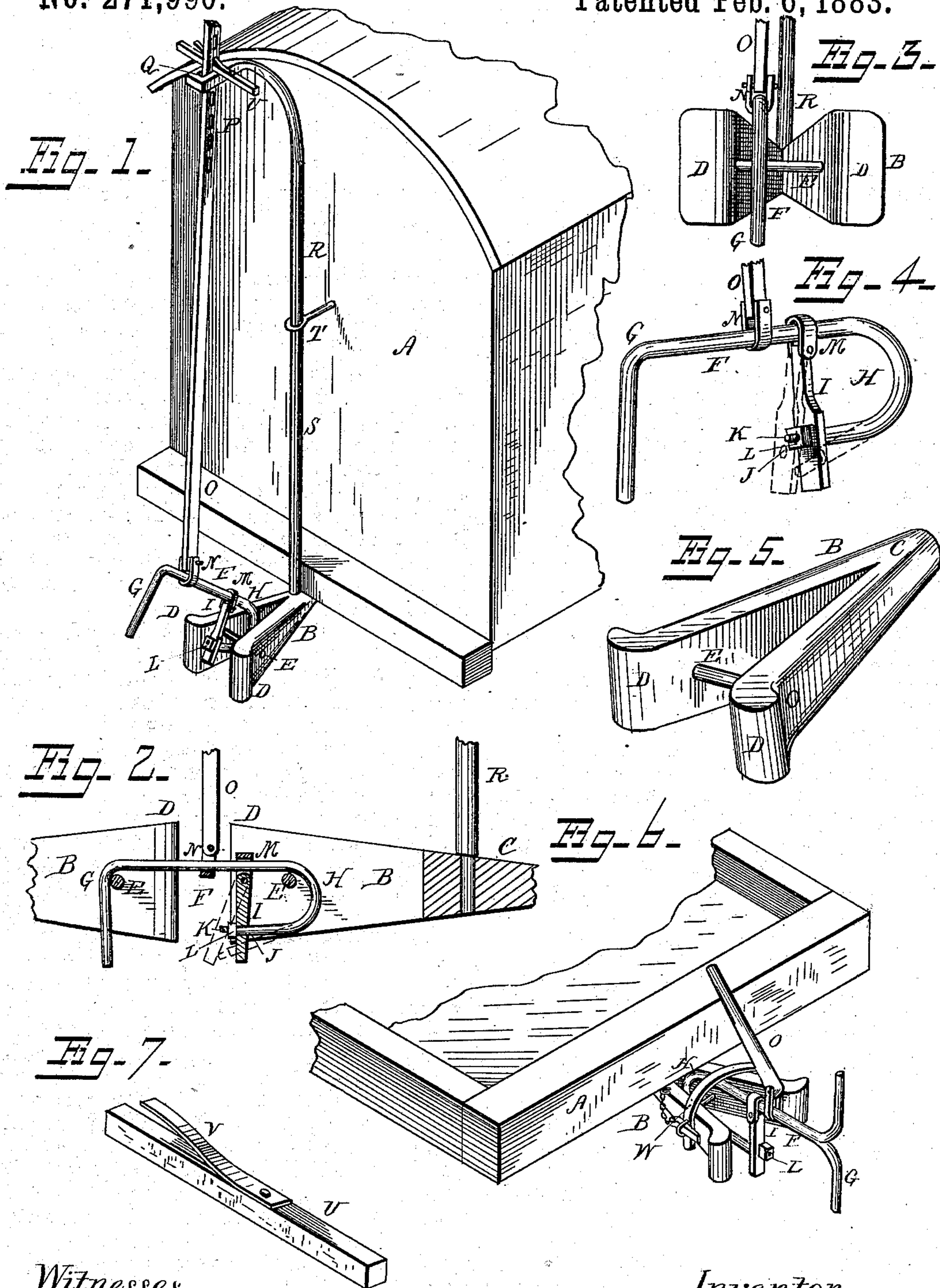


(No Model.)

J. J. ROBERTS.
CAR COUPLING.

No. 271,990.

Patented Feb. 6, 1883.



Witnesses.
Frank L. Curand.

J. R. Sittell,

Inventor.

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UNITED STATES PATENT OFFICE.

JOHN J. ROBERTS, OF SHONGELO, MISSISSIPPI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 271,990, dated February 6, 1883.

Application filed September 1, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN J. ROBERTS, of Shongelo, in the county of Smith and State of Mississippi, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to car-couplings, and has for its object to provide simple and efficient means for effecting coupling and uncoupling of the cars without going between them, and to hold the coupling-hook into and out of engagement.

In the drawings, Figure 1 is a perspective view of the end of a car having my improved coupling. Fig. 2 is a vertical longitudinal sectional view. Fig. 3 is a front view; Fig. 4, a detail perspective view of the coupling-hook. Fig. 5 is a like view of the draw-head. Fig. 6 is a perspective view, illustrating a modification adapted to flat or platform cars. Fig. 7 is a like view, illustrating the strip U.

Referring to the drawings, A designates the end of the car, and B the draw-head. The latter may be of any ordinary open-end construction, but is preferably formed by splitting or bifurcating the end of a bar, C, and expanding the arms D D at said split end. This expansion may be normally contracted by the bar C, so that the arms D D will remain open; or the expansion may be forced and retained by the transverse pivot-bar E.

F is the coupling-hook, which comprises a hook-shaped rod, G, having a curved or substantially S-shaped rear end, H. Hook F is detachably secured on bar E by means of a pivoted strip, I, having a slot, J, at its lower end, through which passes the point K of end H. The latter is then secured by a nut, L, or other suitable means. Strip I is pivoted preferably in a bail, M, depending from rod G.

To a bail, N, in front of bail M, is pivoted an upwardly-extending elevating-rod, O, having a longitudinal series of perforations, P. Rod O passes through a perforation, Q, in a

standard, R, extending at the top of the car, and shown with a shank, S, extending down through a bail or staple, T, on the end of the car.

To hold the hook F elevated, the rod O is raised and a cross-strip, U, inserted through one of the perforations P, above standard R. To retain the hook down when coupled, the strip U is inserted below the standard R. Strip U is provided with a flat spring, V, to retain it in perforation P from accidental displacement. The rear end, H, of hook F is preferably elastic, so that its downward tension (see dotted lines, Fig. 4) will serve to aid in retaining its point in slot J.

In the modification shown in Fig. 6 for platform-cars the standard R is omitted and also perforations P, the coupling-hook being held down or elevated by an arched hasp, W, at the front of the draw-head, as shown.

The operation and advantages of my invention will be readily understood. When it is desired to couple the cars the coupling-hook is simply elevated from the top of the car by rod O, and then dropped over the pin E of the adjoining draw-head. It is now locked in position, and a safe and efficient coupling secured.

I claim as new—

1. The coupling-hook F, consisting of a hook-shaped rod, G, having an elastic curved rear end, H, and pivoted strip I, having a slot, J, the arrangement being such that the tension of the S end serves to retain its point in slot J, as set forth.

2. The combination of the draw-head having cross-rod E, the coupling-hook F, having hooked rod G, and formed into a curved rear end, H, the bail M, carrying pivoted strip I, provided with slot J, nut L, and bail N, to which is pivoted operating-rod O, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN JACOB ROBERTS.

Witnesses:

W. A. RAUCH,
J. C. MIZE.