

(No Model.)

J. G. SLATER.  
CAR COUPLING.

No. 275,428.

Patented Apr. 10, 1883.

Fig. 1

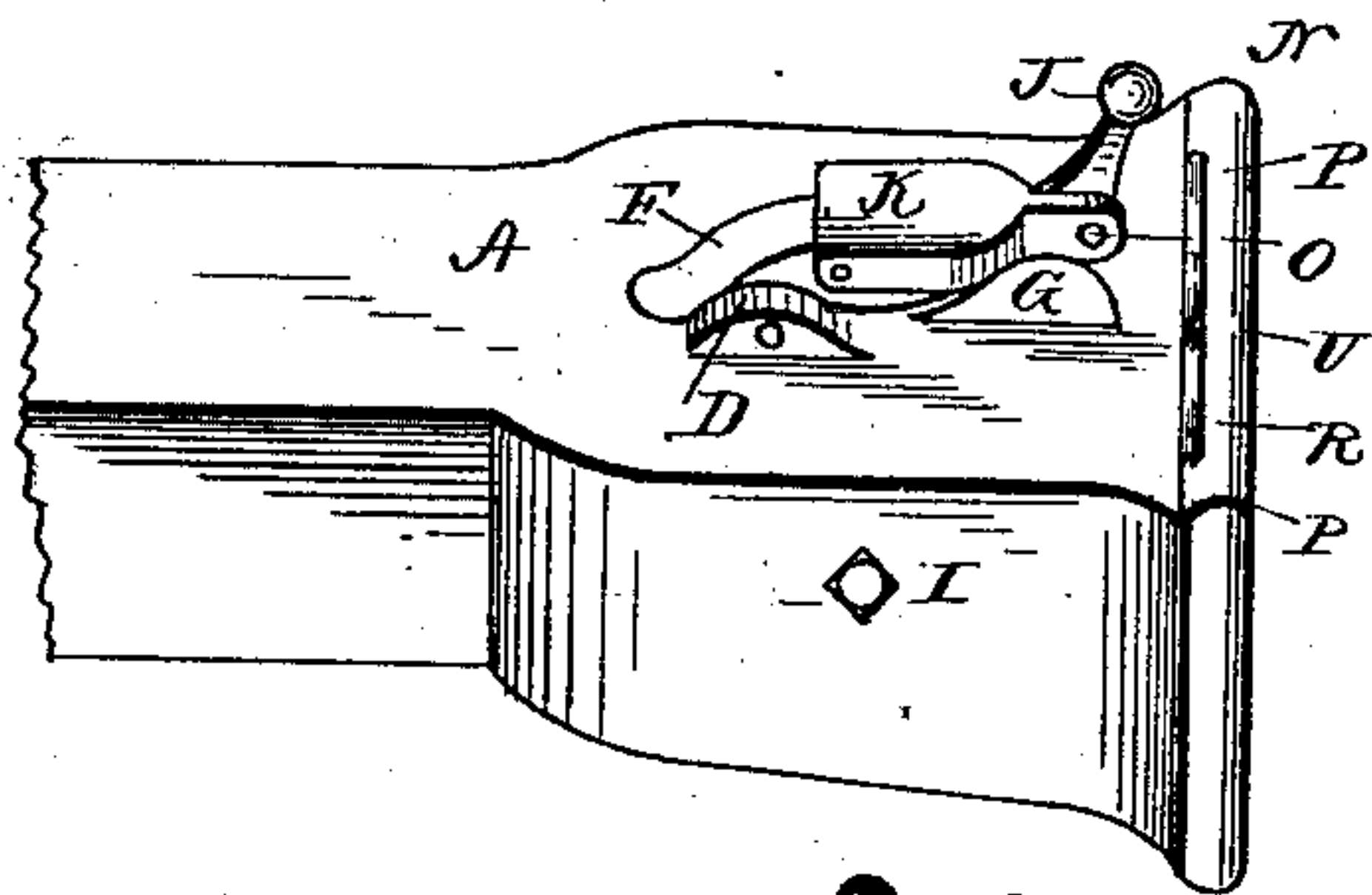


Fig. 2

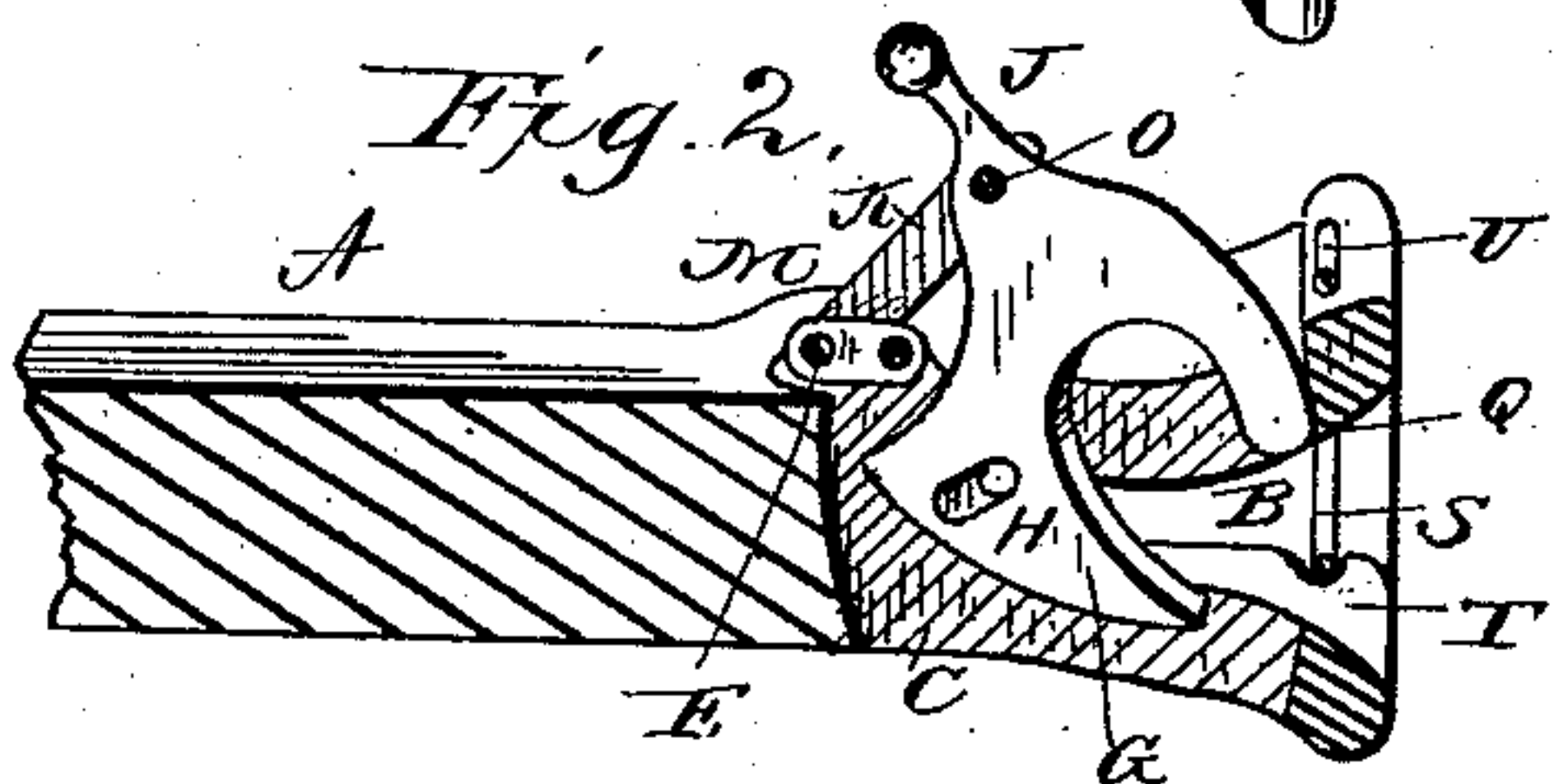


Fig. 3

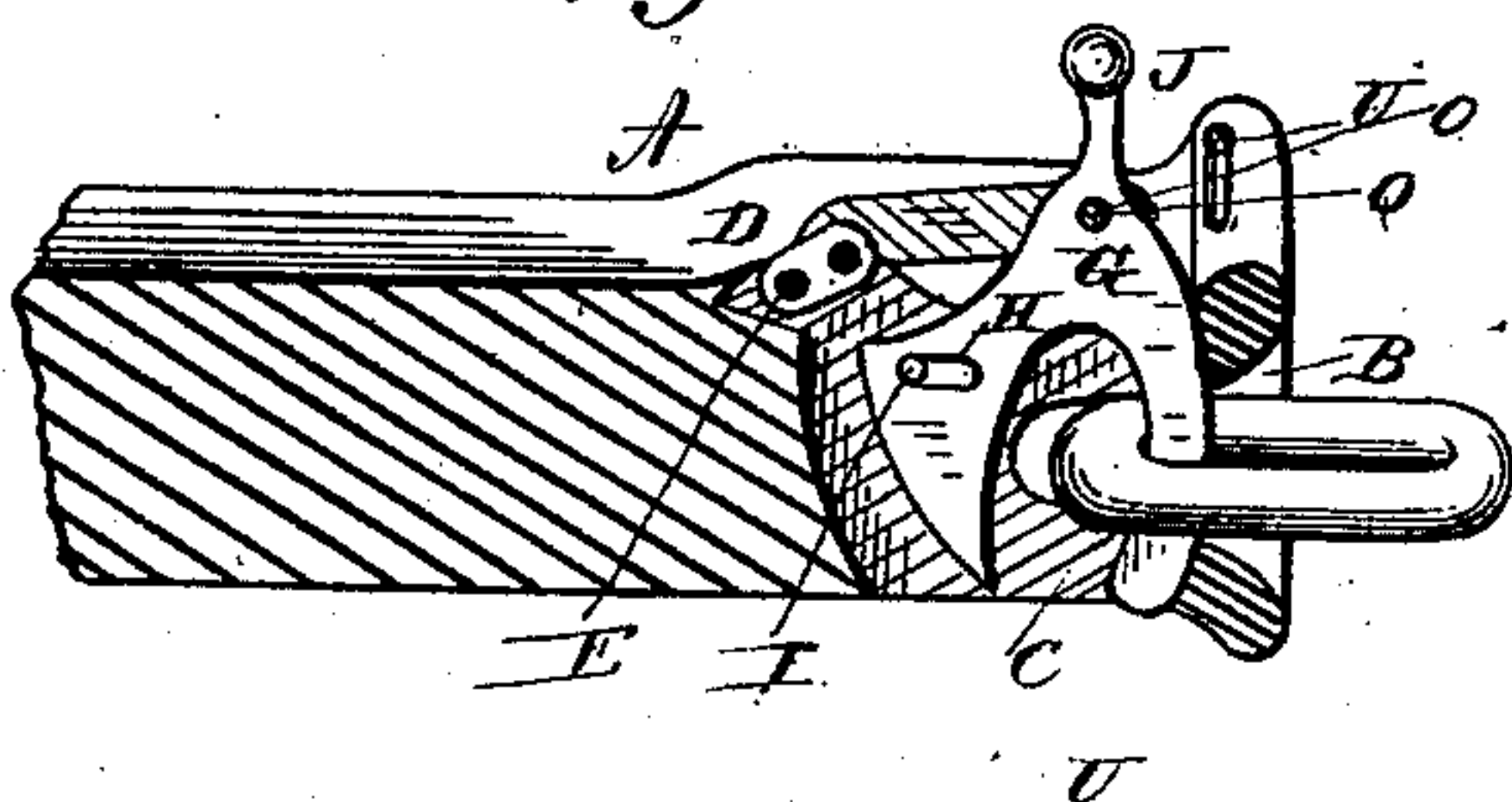


Fig. 8.

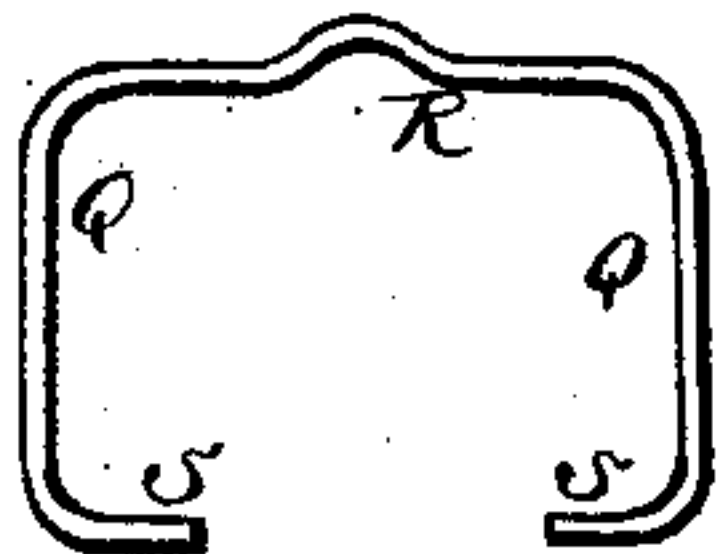


Fig. 4

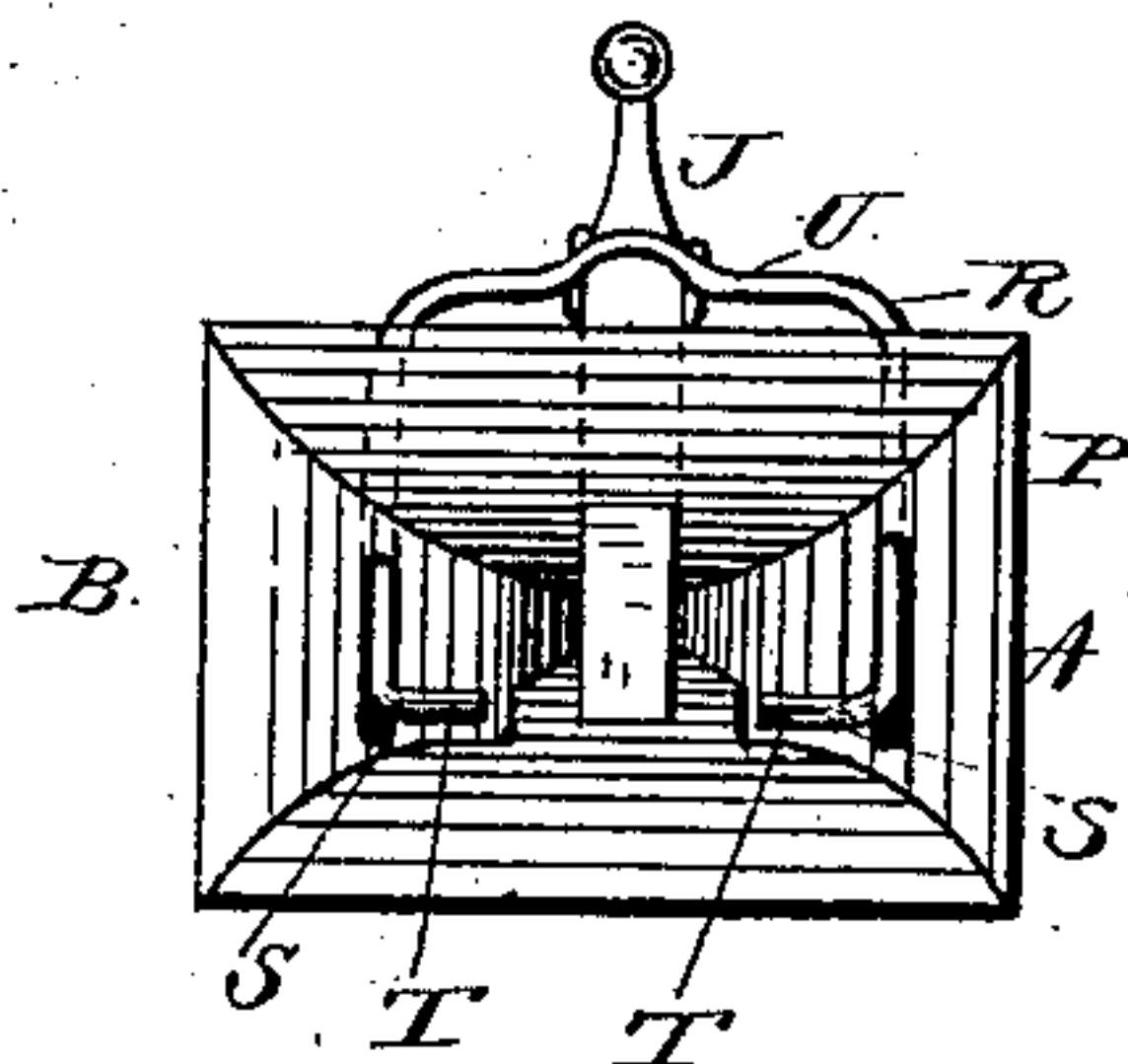


Fig. 7

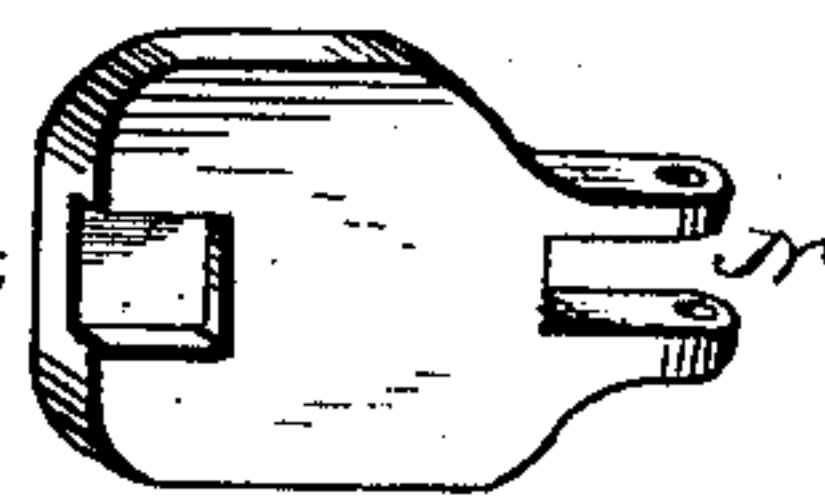


Fig. 6.

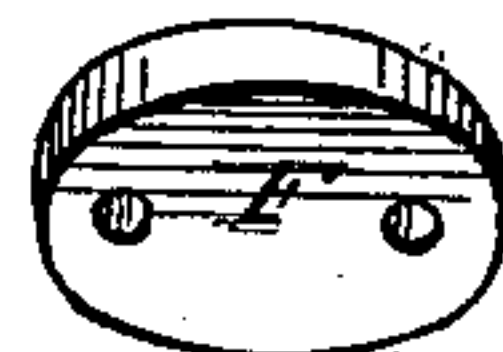
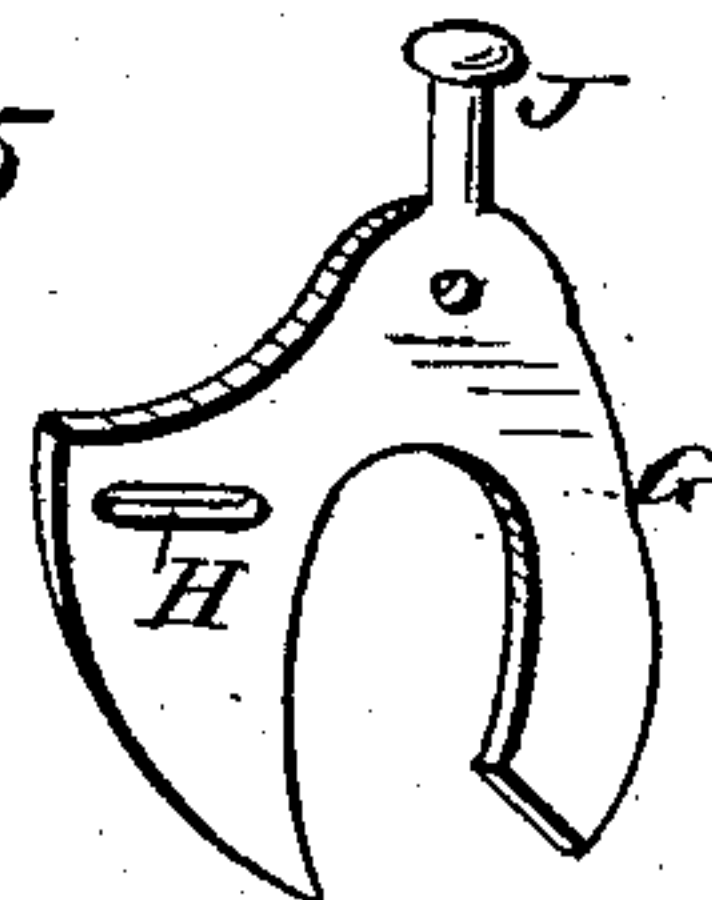


Fig. 5



WITNESSES  
F. L. Ourand.  
J. R. Sillit,

J. G. Slater,  
INVENTOR.  
By A. Snow & Co.  
Attorneys.

# UNITED STATES PATENT OFFICE.

JACOB G. SLATER, OF ALBANY, NEW YORK, ASSIGNOR OF ONE-HALF TO  
JAMES H. SIMONSON, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 275,428, dated April 10, 1883.

Application filed October 24, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JACOB G. SLATER, a citizen of the United States, residing at Albany, in the county of Albany and State of New York, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification, reference being had to the accompanying drawings.

Figure 1 is a perspective view. Fig. 2 is a longitudinal vertical sectional view of the draw-head, showing the coupling-hook raised. Fig. 3 is a longitudinal vertical sectional view of the draw-head, showing the coupling-hook dropped and the link in position. Fig. 4 is a front view. Fig. 5 is a detail view of the coupling-hook detached, and Figs. 6, 7, and 8 are detail views of parts of the coupling.

The same letters refer to the same parts in all the figures.

This invention relates to automatic or self-acting car-couplings; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A represents the draw-head, having the mouth or recess B, and provided with a vertical slot, C, at the sides of which lugs D D are cast, on the upper side of the draw-head, to receive a bolt, E, upon which an oval plate or eccentric, F, is mounted, as shown.

G is the coupling-hook, which is substantially of the shape shown in the drawings, and provided at its rear part or heel, G', with a slot, H, by which it is mounted upon a transverse bolt, I, in the draw-head A. The coupling-hook G is provided with an upward-projecting shank or handle, J, by which it may be conveniently manipulated, or to which an operating cord, rod, or chain may be attached.

K is a plate having in its under side, at its rear end, a recess, L, in which the front end of the oval plate or eccentric F is hinged by a transverse bolt, M. The front end of plate K has a slot, N, in which the shank J of the coupling-hook is hinged by a transverse bolt or pin, O.

The draw-head A is provided at the sides of the mouth or recess B with vertical openings P P, to receive the legs Q Q of a vertically-sliding bail, R. The lower ends of the legs Q are bent inwardly, so as to form arms S, which extend into the mouth or recess B, the bottom of which is provided with recesses T to accommodate said arms S. The upper end of bail R has a loop, U, to which an operating-chain may be attached.

The operation of my invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed.

When the coupling-hook is lifted it at the same time lifts the plate K and eccentric F, which latter throws the said plate and hook in a rearward direction to the position shown in Fig. 2, the slot H permitting the coupling-hook to assume this position, in which it is retained by its own weight. When a link enters the draw-head it strikes the heel of the coupling-hook, which is thereby thrown forward to the locked position shown in Fig. 3. By means of the bail R the link may be raised and guided into the draw-head of an adjoining car.

I claim as my invention—

1. In a car-coupling, the coupling-hook G, having slot H, whereby it is pivoted upon the pin I, shank J, and heel G', the latter adapted to be struck by the link entering the draw-head, as set forth.

2. The combination, with the pivoted coupling-hook G, having slot H, whereby it may have a sliding movement when raised, shank J, and heel G', of the hinged or pivoted eccentric F and the connecting-plate K, as set forth.

3. In a car-coupling, the combination, with the pivoted coupling-hook G, having slot H, heel G', and shank J, of the eccentric F and the connecting-plate K, having recess L to receive and cover said eccentric, and having its front end bifurcated and pivoted to the shank of the coupling-hook, as set forth.

4. The herein-described improved car-coupling, consisting of the draw-head A, having



recess B and slot C, the pivoted coupling-  
hook G, having slot H, shank J, and heel G',  
the eccentric F, connecting-plate K, and the  
vertically-sliding bail R, having arms S, ex-  
5 tending into the mouth of the draw-head and  
accommodated in recesses T in the same, as  
set forth.

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

JACOB G. SLATER.

Witnesses:

E. W. GREENMAN,

MICHAEL MILLER.