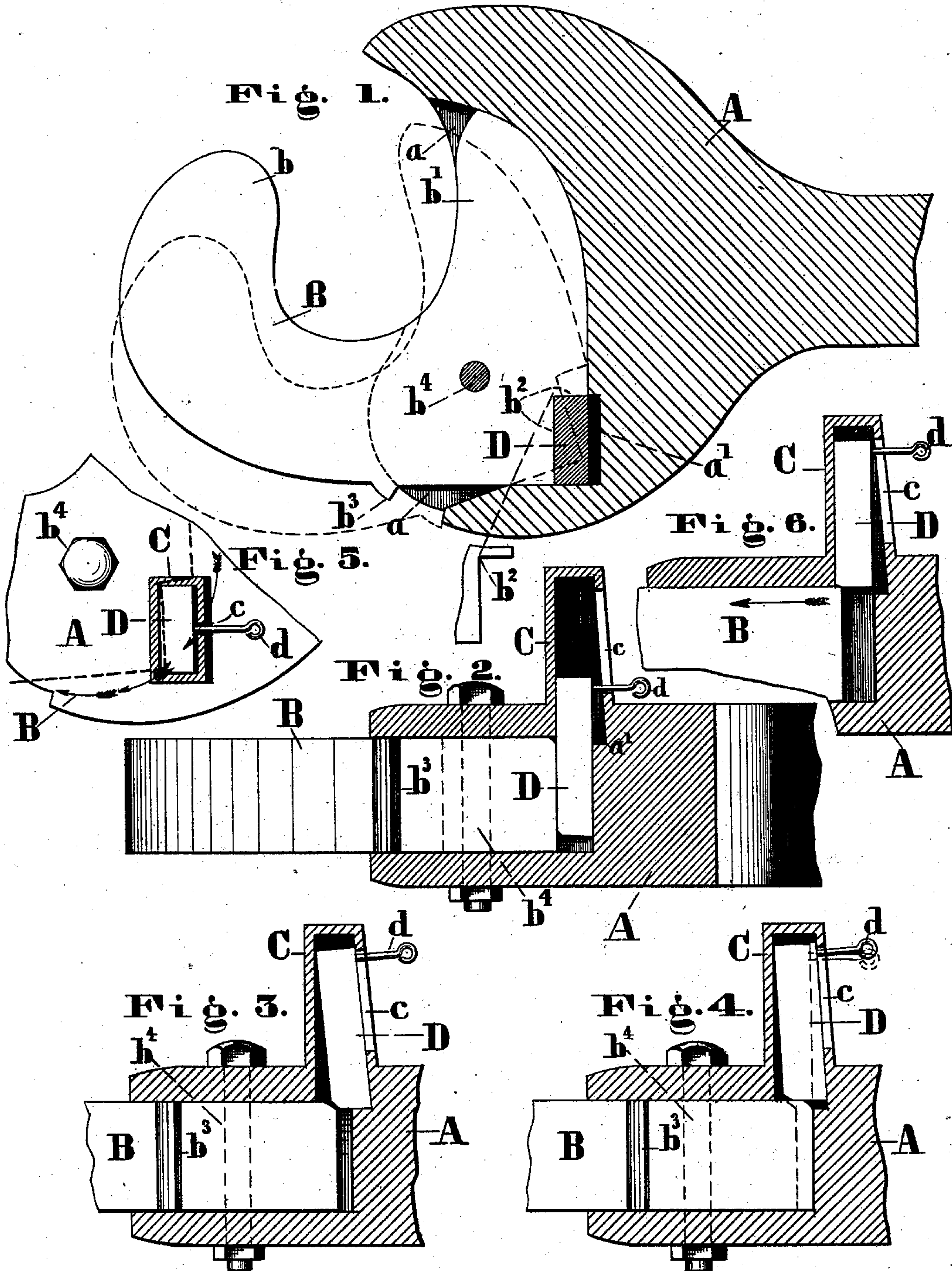


(No Model.)

P. WINEMAN.
CAR COUPLING.

No. 292,724.

Patented Jan. 29, 1884.



WITNESSES:
T. S. West.
W. L. West

INVENTOR:
PARKER WINEMAN,
BY *H. W. Beadle & Co.*
ATTYS

UNITED STATES PATENT OFFICE.

PARKER WINEMAN, OF CHICAGO, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 292,724, dated January 29, 1884.

Application filed November 19, 1880. (No model.)

To all whom it may concern:

Be it known that I, PARKER WINEMAN, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

10 This invention consists in the combination, with a gravity locking-block and certain means for supporting the same, of a pivoted hook having its heel adapted to swing in beneath the block, and remove it from its support, as will be fully described hereinafter.

15 In the drawings, Figure 1 represents a plan view of my improved coupling, with a portion of the draw-head cut away to show the interior construction. Fig. 2 represents a side elevation, partially in section. Figs. 3, 4, and 6 represent elevations showing the gravity locking-block in its various positions; and Fig. 5, a top view of the locking-block, with the hood in section.

25 To enable others skilled in the art to make and use my invention, I will now proceed to describe fully the construction and operation of the same.

30 A represents the draw-head, provided with the main recess *a*, Fig. 1, for the reception of the rear end of the coupling-hook, and the subordinate recess, *a'*, Fig. 2, for holding the locking-block in its raised position, as will be hereinafter described.

35 B represents the coupling-hook, which is provided with a jaw portion, *b*, Fig. 1, a lever-arm, *b'*, a locking-recess, *b²*, and a stop projection, *b³*, as shown. This hook is properly pivoted to the draw-head by means of the pin *b⁴*, as shown.

40 C, Figs. 2 and 5, represents a hood located upon the draw-head, which is adapted in form and position to inclose the locking-block, hereinafter referred to, and afford proper space for the vertical movement of the same. The rear wall of this hood is slightly inclined, it will be observed, for purposes hereinafter explained, and the same is provided with a vertical slot, *c*, as shown in Figs. 2 and 5.

50 D represents the locking-block, adapted in form and position to fill the locking-recess *b²*

of the hook when the latter is in its closed position, as shown in Fig. 1.

d represents an eyebolt, secured to the block near its upper end, which extends through the vertical slot of the hood into convenient position for manipulation. The base of the locking-block is slightly inclined, and so also is the face of the recess upon which it rests when in a raised position, as shown in Fig. 3.

The operation of my improved coupler is substantially as follows: When the coupling-hook is in its closed position, as shown in full lines, Figs. 1 and 2, the gravity locking-block fills the locking-recess of the hook, and thus prevents the latter from revolving on its pivot. When it is desired to uncouple the cars, the gravity locking-block is lifted by the brakeman, by means of its eyebolt, into its elevated position, as shown in Fig. 3. The eyebolt being located at the top of the locking-block and upon the rear side of the same, the effect of its action in raising the block is to tilt the same and land its base upon the bearing-face of the recess, as shown. The locking-block remains securely held in this position until the coupling-hook is opened, when, in consequence of this action, the heel of the hook, by means of its beveled edge, is caused to pass beneath the base of the block and lift the same from its seat, as shown in Fig. 4. The locking-block then remains in this new position, with its base resting upon the heel of the hook, and its rear side in contact with the inclined wall of the hood, until the hook is given its closing movement, when the heel of the latter, being consequently revolved in a forward direction, as indicated by the arrows in Figs. 5 and 6, necessarily carries the locking-block resting thereon over against the straight wall of the hood, as shown in Fig. 6, and the block being held thereby, the heel in its continued movement is caused to revolve away from beneath it and permit it to fall into the position shown in Fig. 2. The falling of the block into the locking-recess of the hook locks the latter against revolution.

Some of the advantages of the described construction are as follows: By simply raising the locking-block into its recess the action of uncoupling is performed, and by the action of uncoupling the locking-block is set for automatically locking the hook when it comes into

its closed position. When the block is in its raised position, also, a coupling may be effected without opening the hook by simply bringing the cars together.

5 The construction of the parts is very simple.

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

10 In combination with a gravity locking-block and means, substantially as described, for sup-

porting the same, a pivoted hook, having its heel adapted, substantially as described, to swing in beneath the block and remove it from its support.

This specification signed and witnessed this 15 16th day of November, 1880.

PARKER WINEMAN.

Witnesses:

O. W. BOND,

A. H. ADAMS.