

(No Model.)

W. H. HOLLEY.

CAR COUPLING.

No. 299,545.

Patented June 3, 1884.

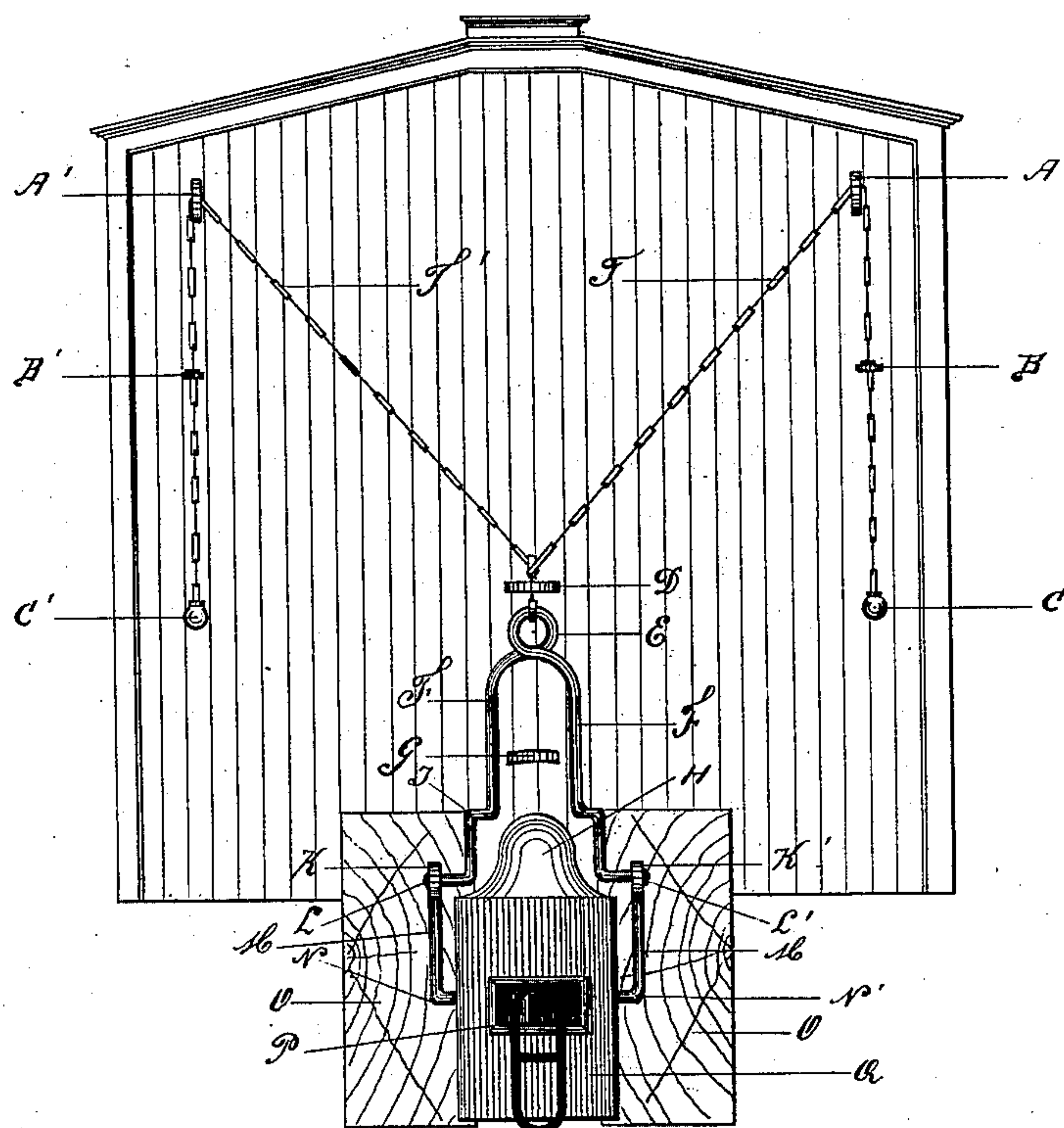


Fig 1

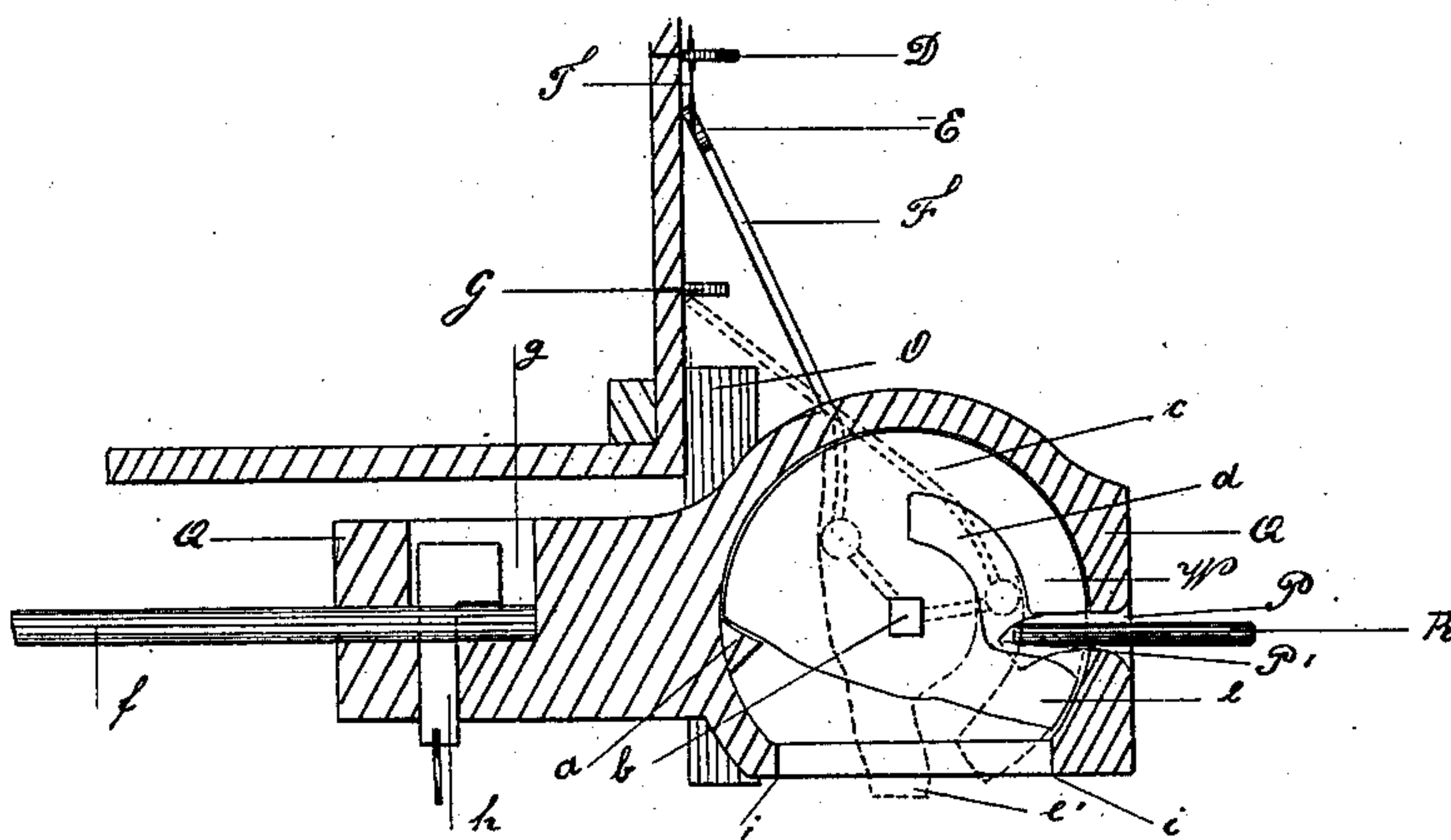


Fig 2.

WITNESSES:

Charles Weber.  
Daniel Bontecou

INVENTOR

BY *William H. Holley*

BY

ATTORNEY



# UNITED STATES PATENT OFFICE.

WILLIAM H. HOLLEY, OF KANSAS CITY, MISSOURI, ASSIGNOR OF ONE-  
FOURTH TO MATHEW T. WHIPPLE, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 299,545, dated June 3, 1884.

Application filed April 4, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. HOLLEY, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented a new and useful Car-Coupling, of which the following is a specification.

The object of my invention is to provide a coupling for railroad-cars that will obviate the necessity of the operator going between the cars; and it consists of a draw-head that is provided with a narrow vertical chamber in which is journaled a semi-rotary disk, that is formed with a segmental coupling-hook, that is adapted to be automatically thrown out of balance by the entering link; then the heavier weight of the disk upon the side opposite the segmental coupling-hook keeps the said link firmly within the draw-head, and it consists, further, of a bail and cranks attached to the disk-journal, whereby said disk is rotated for the purpose of grasping and releasing the link. Cords or chains are attached to this bail, so that it may be operated from each side of the car.

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 figures.

Figure 1 is an end elevation of a freight-car having my improved coupling attached thereto, and Fig. 2 is a longitudinal section through the draw-head.

Q represents a draw-head that is provided, in addition to the flared opening P for the link R, with the vertical circular-disk chamber *i i*, open at the bottom and closed at the top, and provided with the stop *a* and the link-opening P P'. The rotary coupling-disk *c* is provided with the segmental hook W, which, when the said disk is rotated by the link R striking the inner inclined edge of the annular slot *d*, acts as a coupling-pin, and the said link cannot be withdrawn until the disk *c* is turned in an opposite direction. The link-opening P P', at its inner extremity, is in the form of a right angle or a hypotenuse, and the link, upon entering the opening P P', is guided by the inclined sides of the angle to the apex thereof, at which point the said link,

resting near its center upon the convex lower side of the aforesaid opening, should lie in a parallel position. Now, by operating the chains T T', which are attached to the car at A, A', and D, the bail F F', to which such chains or cords are fastened at E, is raised, and, the same being jointed to the disk-journal N N' by means of the side cranks, M M', the coupling-disk is rotated slightly, and the link may then be withdrawn; but when a link is already within the draw-head, and it is desired to couple with a draw-head, that is of a different height, the outside end of the link may be easily raised or lowered by reason of the weighted side of the disk *c*, resting upon its inner extremity in the angle of the link-opening.

By manipulating the weight of the disk in making a coupling, the operator, aided and by reason of the before-described inclined surfaces at the end of the link-opening, may hold the link R parallel with the draw-bar, or it may be slid forward and downward, or forward and upward, as desired.

The stops B B' upon chains T T' prevent them from being drawn up so high that they cannot be readily reached from the ground. Handholds, C C', are attached to the ends of the chains for convenience.

A stop, G, upon the end of the car a short distance above the bail F, prevents the opening of the coupling until the bail is lifted by means of the chains.

O O represent bumper-lugs upon each side of the draw-head, and the spring *f* is kept in position by means of the slot *g* and key *h*.

The stop-lug *e e'* upon the disk *c* prevents the same from rotating so far as to allow the cranks to form a line with the bail-arms.

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

1. In a car-coupling and in combination with a draw-head that is devoid of openings in its upper side, the vertical disk-chamber *i i*, provided with projecting stop *a*, the link-opening P P', formed with a convexity near its outer end, upon which the link is adapted to be oscillated, and with the described angular surfaces at its inner extremity for the purpose of raising [and lowering and thrusting

outward the said link, the unbalanced coupling-disk *c*, provided with segmental coupling-hook *W*, annular cam-slot *d*, and stop-lug *e e'*, all arranged substantially as shown and  
5 described.

2. In an apparatus for coupling cars, the combination of the unbalanced coupling-disk

*c*, the journal *N N'*, cranks *M M'*, bail *F F'*, and chains *T T'*, substantially as shown and described.

WILLIAM H. HOLLEY.

Witnesses:

RAYMOND JENKINS,  
HENRY D. ASHLEY.