(No Model.)

J. A. LOOPER.

CAR COUPLING.

No. 318,767. Patented May 26, 1885.

Fig. 1.

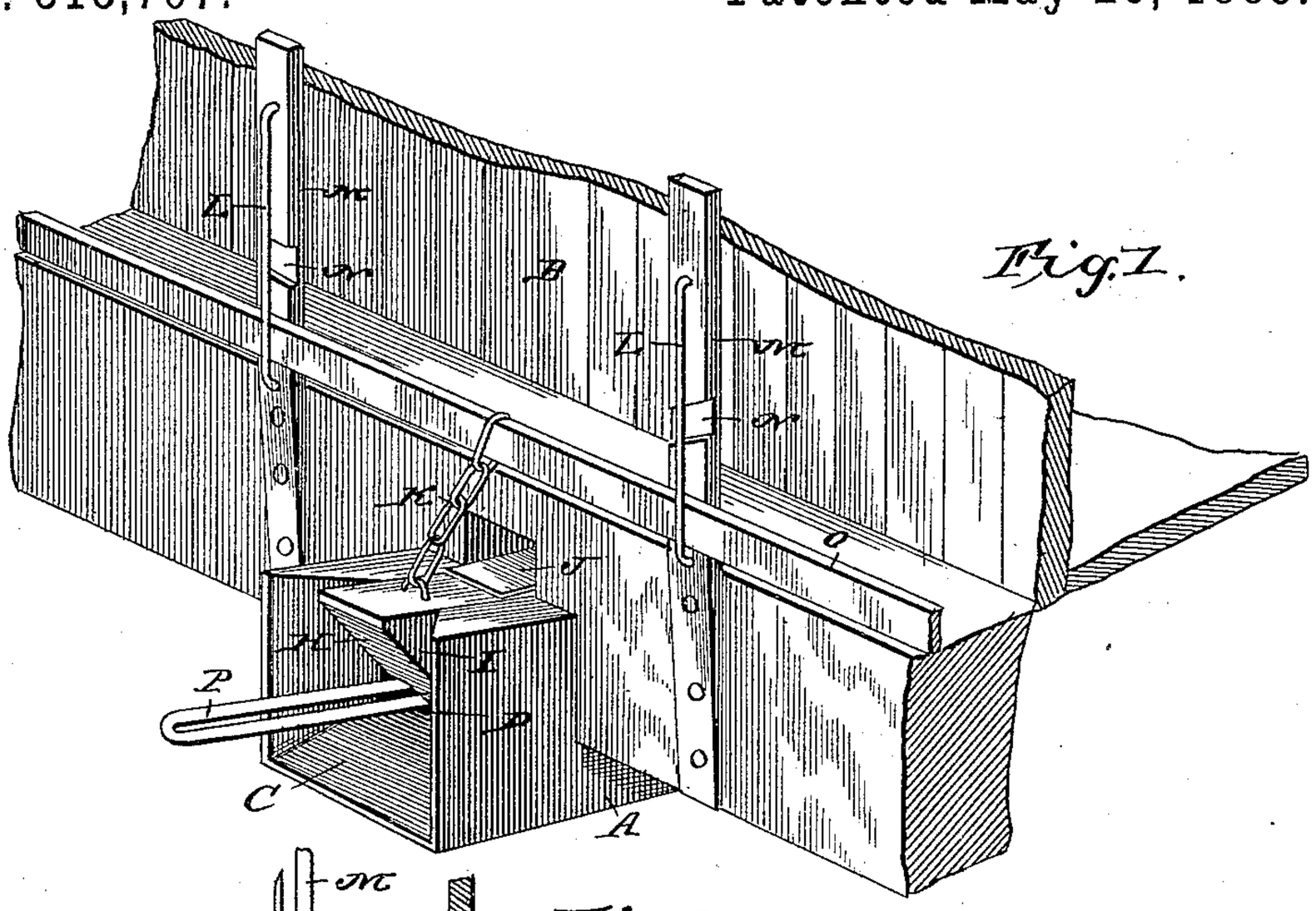


Fig. 2.

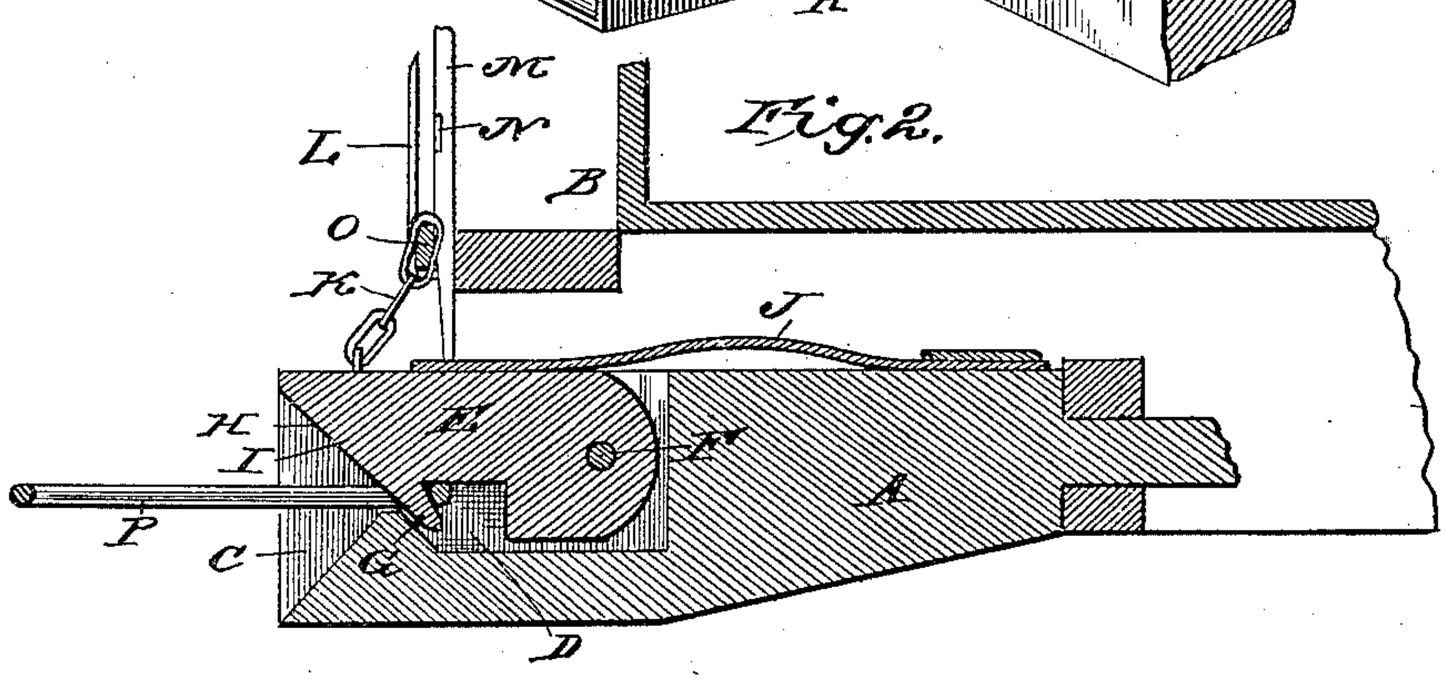
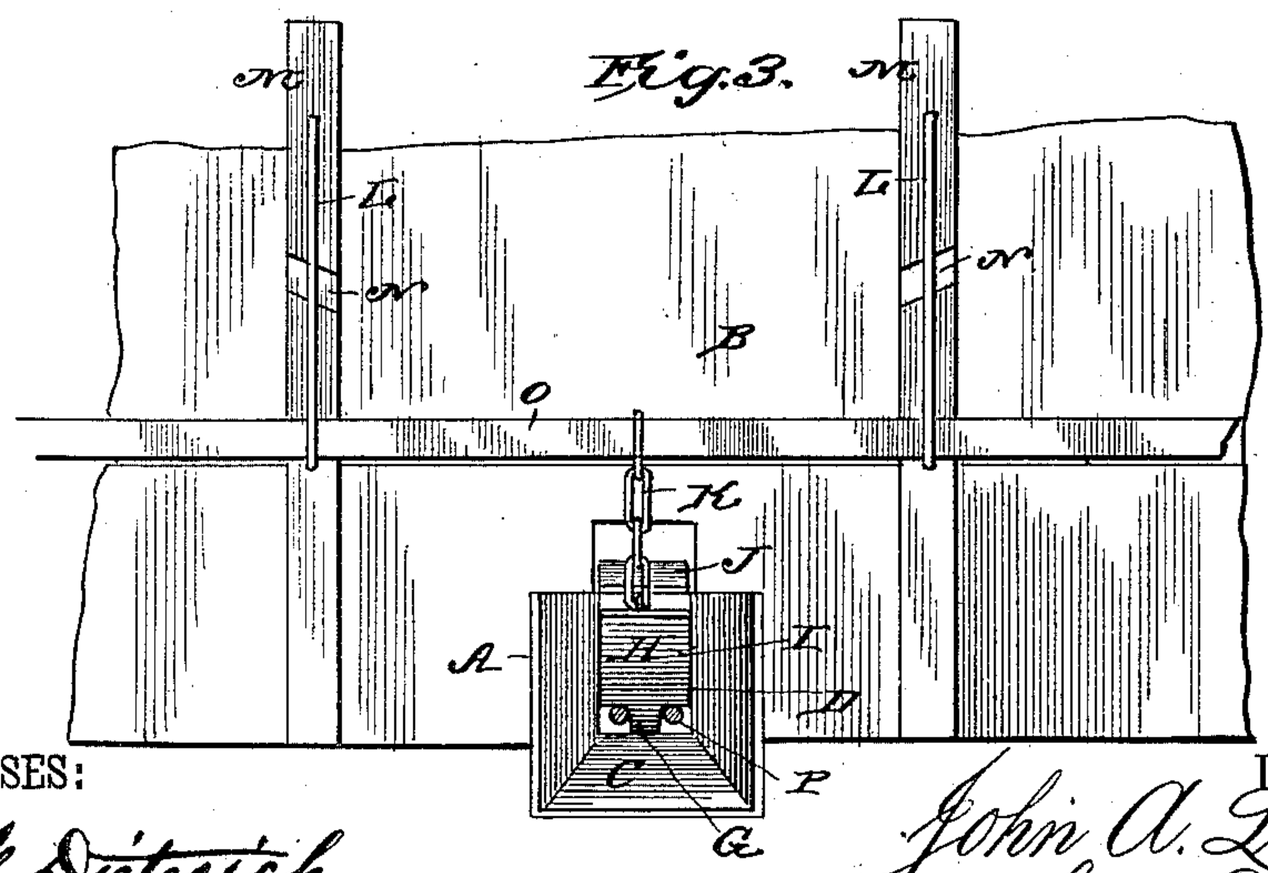


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN A. LOOPER, OF ROCKPILE, GEORGIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 318,767, dated May 26, 1885.

Application filed April 3, 1885. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. LOOPER, a citizen of the United States, and a resident of Rockpile, in the county of Dawson and State of Georgia, 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, and in which—

Figure 1 is a perspective view of a portion of a railway-car platform provided with my improved car-coupling. Fig. 2 is a longitudinal vertical section of the same, and Fig. 3 is a front view.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to that class of car-couplings in which a common coupling-link is engaged by a spring-actuated hook in the draw-head; and it consists in the improved construction and combination of parts of the same, as hereinafter more fully described and claimed.

In the accompanying drawings, the letter A indicates the draw-head, which is attached to the platform of the car B in any suitable manner, and which has a flaring mouth, C, and a longitudinal slot, D, in its upper side extending from the forward edge of the top of the draw-head.

A bar, E, is pivoted at its inner end upon a transverse bolt, F, in the inner end of the slot, and has its lower end cut away to form a notch, G, and its outer end cut away to form an inclined face, H, thus forming the outer end of the bar into a hook, I.

A flat spring, J, is secured at its inner end to the inner end of the draw-head at its upper side, and bears with its outer end against the outer free end of the hook, forcing it down, and a short chain, K, is secured to the upper side of the outer end of the hook, and is secured at its upper end to a transverse bar sliding with its outer ends in two vertical staples, L L, secured upon the end of the car above and at both sides of the draw-head.

The upright posts M, to which the staples are secured, are provided with oblique notches N N, converging toward the draw-head, and the ends of the transverse bar (which is lettered O in the drawings) may be placed alternately in these notches, the other end of the bar resting against the lower end of the opposite staple, in which case the coupling-hook is raised so as to disengage the link P, which is of the usual kind, and which may be forced into the draw-head and engaged by the hook, the inclined face of the hook allowing it to slide downward upon the hook and raise it against the pressure of the flat spring, which again will force the hook down after the hook has entered the draw-head.

In this manner it will be seen that the car provided with my coupling may be coupled with any car having a link, and that the coupling may be performed automatically, and that the cars may be uncoupled by simply raising either end of the transverse bar until it rests in the oblique notch, when the link may slip out of the draw-head.

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

In a car-coupling, the combination of the draw-head having the longitudinal slot in its top, the hook pivoted in the inner end of this slot, the upright posts M, having staples L and oblique notches N, the transverse bar O, sliding with its ends in the said staples, and the short chain secured to the coupling-hook and to the middle of the transverse bar, as and for the purpose shown and set forth.

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

JOHN A. LOOPER.

Witnesses:

VIRGIL D. MONROE,

OTTO C. SCUPIN.