

(No Model.)

G. W. HOOVER.

CAR COUPLING.

No. 319,253.

Patented June 2, 1885.

Fig. 1

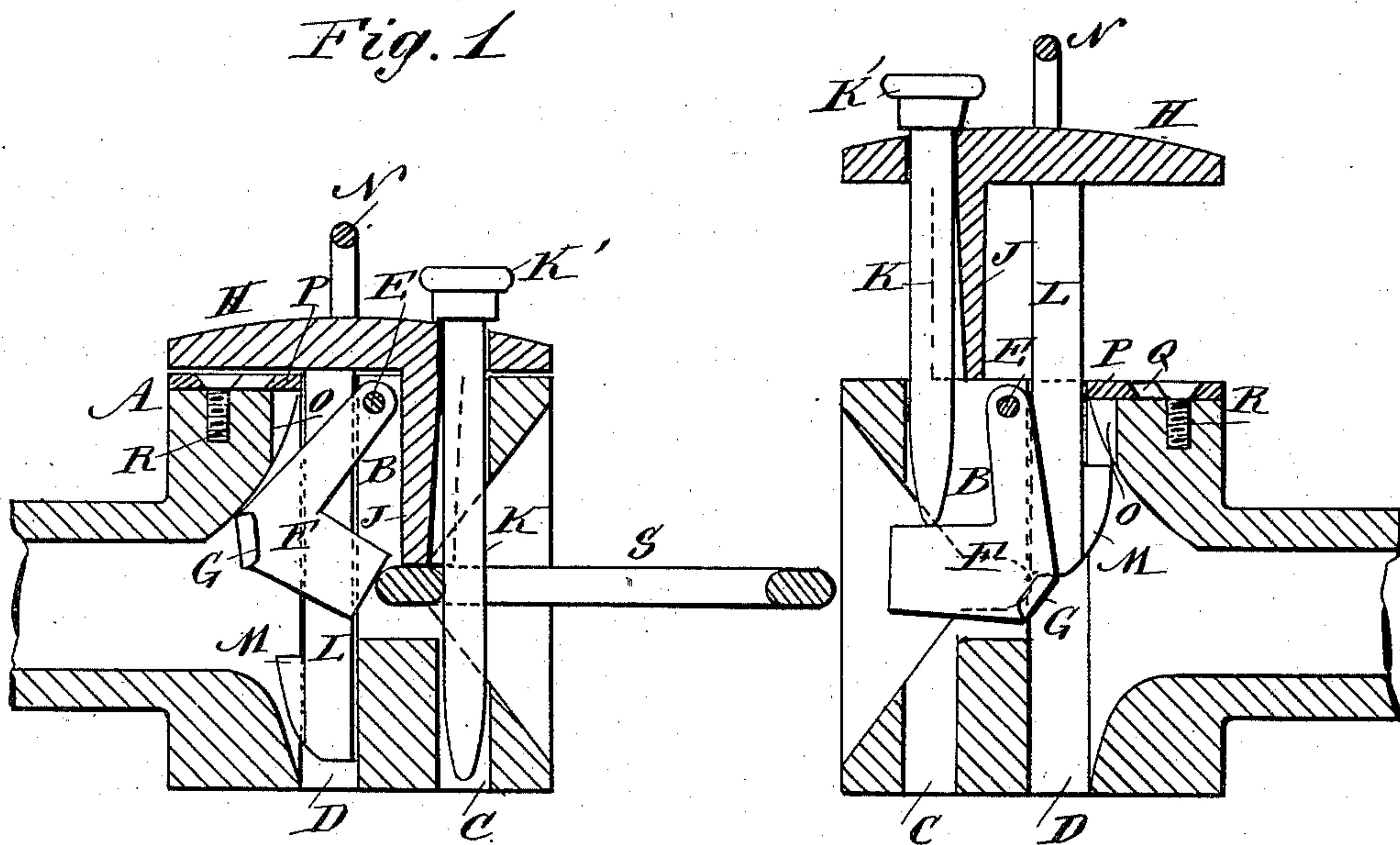


Fig. 2

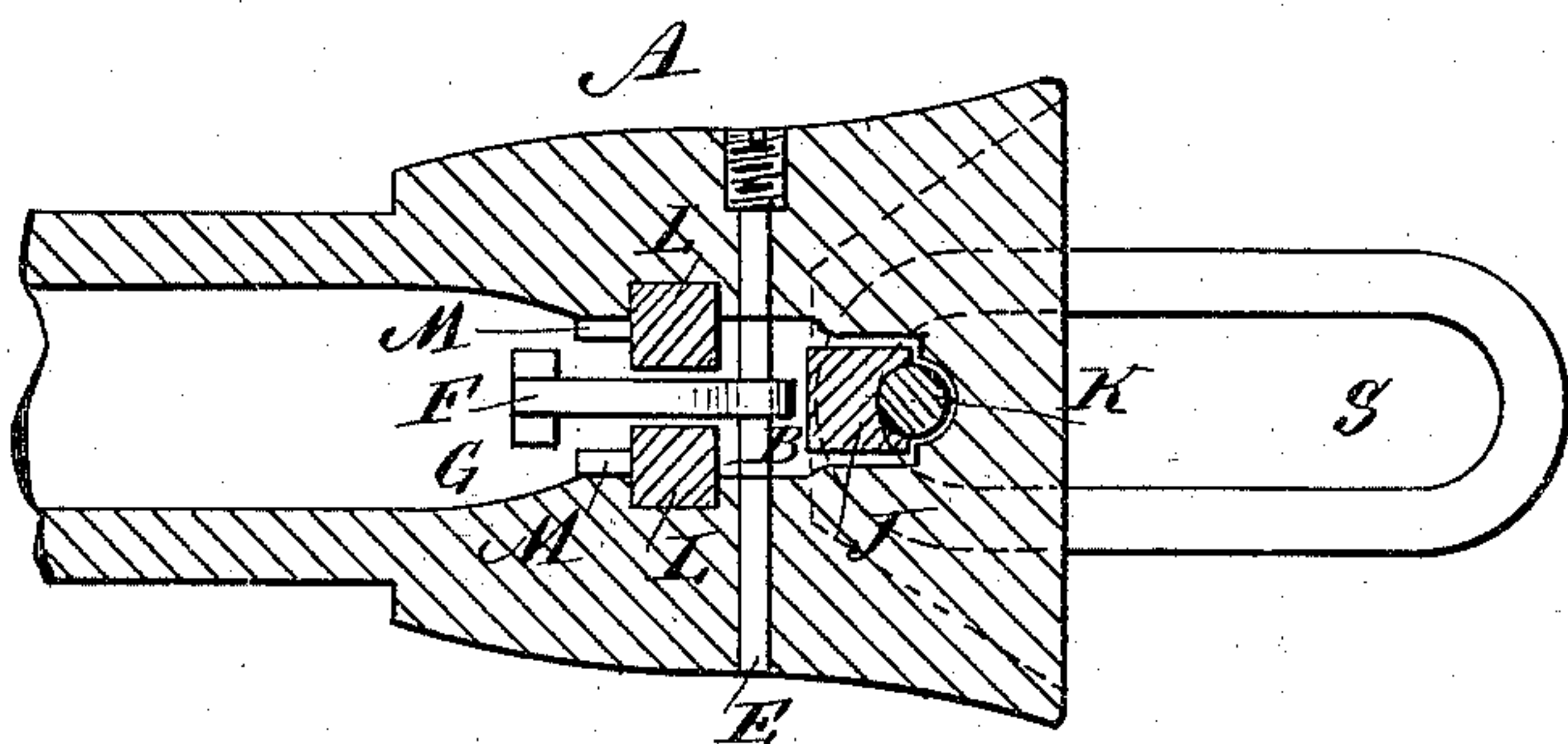
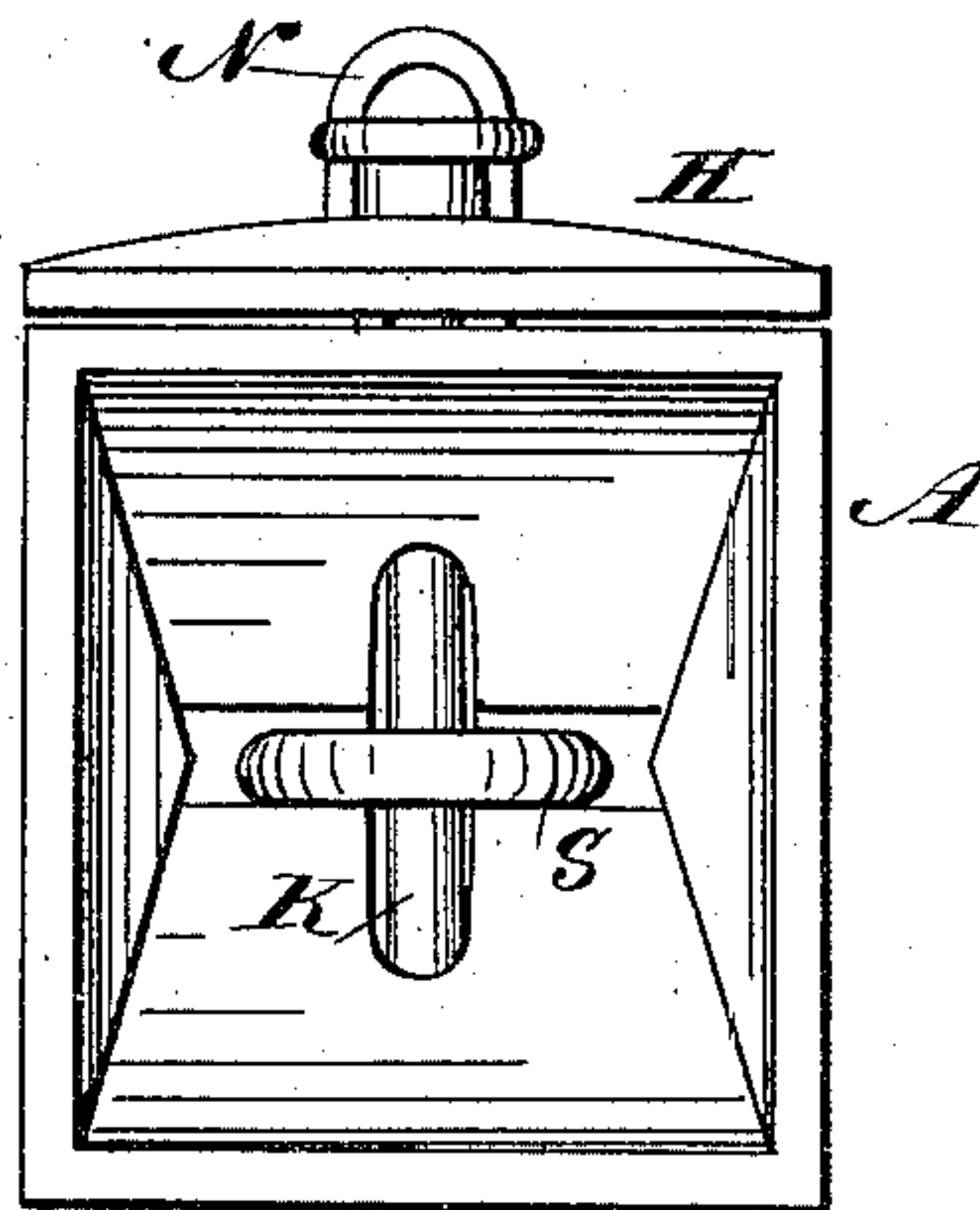


Fig. 3



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE W. HOOVER, OF KEITHSBURG, ILLINOIS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 319,253, dated June 2, 1885.

Application filed April 24, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. HOOVER, of Keithsburg, Mercer county, Illinois, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The object of my invention is to provide certain new and useful improvements in the car-coupler for which United States Letters Patent No. 302,730, were issued to me on the 29th day of July, 1884.

The invention consists in the construction and combination of parts and details, as will be fully set forth and described hereinafter, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 shows two of my improved couplings in longitudinal section, the pin of one being raised and of the other lowered. Fig. 2 is a sectional plan view of one coupling. Fig. 3 is a front end view of the same.

The draw-head A is provided with a recess, B, in its top, and with the apertures C D in the bottom. A pin, E, is held transversely in the top of the draw-head, at the middle of the top of the recess B, and on the same an angle-piece, F, is mounted to swing forward and back, which is provided at its angle with the inclined side lugs, G. The top plate, H, fitting on the top of the draw-head, has a downwardly-projecting lug, J, the front of which is grooved longitudinally to receive part of a coupling-pin, K, which is passed through an aperture in the top plate, H, directly in front of the lug J, and which pin has a head, K', which rests upon the top plate. A short distance behind the lug J two bars, L, project downward from the top plate in such a manner that the angle-piece F can swing between them. The bars L have beveled lugs M on their rear edges at the lower ends. A loop or eye, N, is formed on the top plate, H, for receiving a hook, &c., for raising the said top plate. In the back of the recess B two vertical grooves, O, are formed, through which the lugs M can pass. A plate, P, provided with one or more slots, Q, is held on the top of the draw-head by screws R, passed through said slots and across the tops of the grooves

Q to prevent withdrawing the bars L entirely, as their lugs M would strike the said plate P. When the plate P is slid back, the bars L can be withdrawn and the top plate, H, removed entirely. The mouth of the draw-head is flared in the usual manner.

The operation is as follows: When the link S is held in a draw-head, the pin K passes through the link and the lower end of the lug J rests on the inner end of the link and holds the same horizontally. When a draw-head is adjusted for receiving a link, the plate H is raised and the lower ends of the bars L rest on the lugs G of the angle-piece to hold the plate H raised. The plate H holds the pin K raised, which also rests on the angle-piece F. The entering link strikes the front end of the angle-piece F and swings the same inward, whereby the lugs G are swung from under the bars L, thus permitting the top H to drop. The pin K passes through the link S, and thus the cars are coupled automatically. When the plate H is raised, the lugs G on the angle-piece F automatically swing under the bars L, thus adjusting the draw-head ready for coupling.

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

1. The combination, with the draw-head A, of the top plate, H, having the downwardly-projecting bars L, the angle-piece F, pivoted in the draw-head and having the side lugs, G, at the angle, substantially as herein shown and described.

2. The combination, with the draw-head A, of the top plate, H, having the downwardly-projecting bars L, provided with lugs M, and the pivoted angle-piece F, having side lugs, G, substantially as herein shown and described.

3. The combination, with the draw-head A, of the top plate, H, having the downwardly-projecting bars L, provided with lugs M, the plate P, and the angle-piece F, having lugs G, substantially as herein shown and described.

4. The combination, with the draw-head A, having the recess B and grooves O, of the top plate, H, the bars L, having lugs M, the top plate, P, and the angle-piece F, having lugs G, substantially as herein shown and described.

5. The combination, with the draw-head

having the recess B and apertures CD, of the top plate, H, having the downwardly-projecting lug J and the downwardly-projecting bars L, the angle-piece F, having side lugs, G, and  
5 of the coupling-pin, K, substantially as herein shown and described.

6. In a car-coupling, the top plate, H, having the downwardly-projecting lug J, the

downwardly-projecting bars L, and a pin-aperture in front of the lug J, substantially as herein shown and described.

GEORGE W. HOOVER.

Witnesses:

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