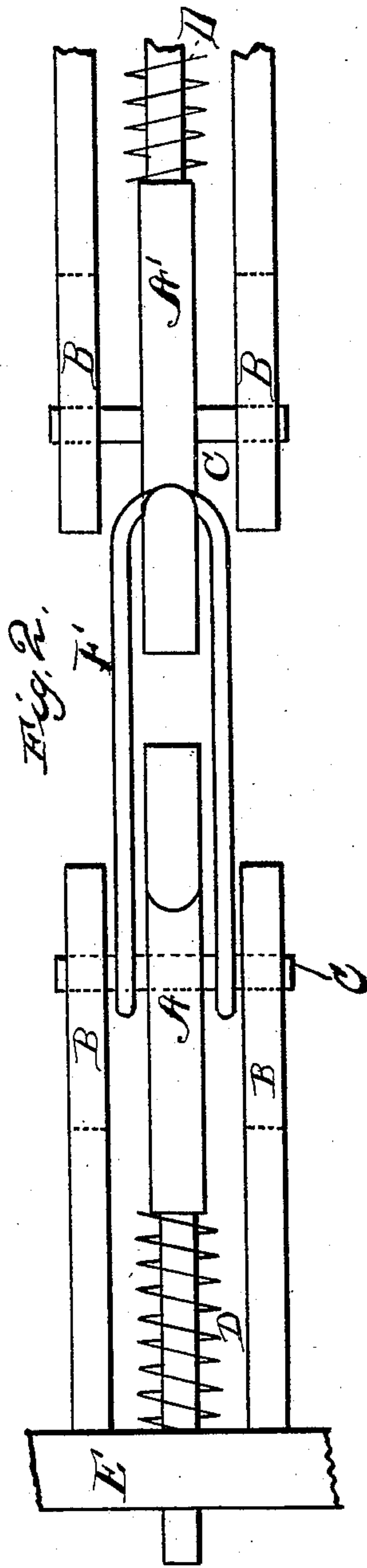
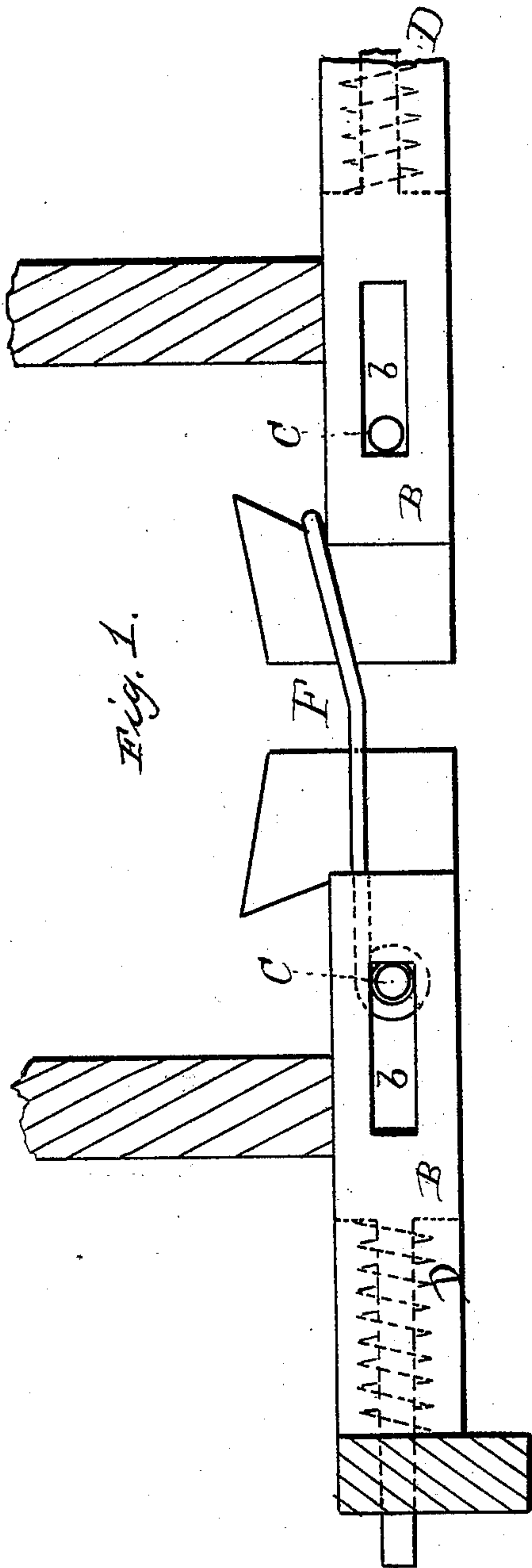


(No Model.)

C. L. MACK.
CAR COUPLING.

No. 321,987.

Patented July 14, 1885.



WITNESSES

L. Fred. Heller.
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INVENTOR

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UNITED STATES PATENT OFFICE.

COURTLAND L. MACK, OF PERRYVILLE, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 321,987, dated July 14, 1885.

Application filed May 5, 1885. (No model.)

To all whom it may concern:

Be it known that I, COURTLAND L. MACK, a citizen of the United States, residing at Perryville, in the county of Vermilion and State of Indiana, have invented certain new and useful Improvements in Automatic Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in car-couplings, and has for its object a more ready and convenient means for expeditiously coupling and uncoupling cars; and with this end in view the invention consists in the peculiar construction and arrangement of parts, as will be hereinafter more specifically set forth, and pointed out in the claim.

In the annexed drawings, to which reference is made, and which fully illustrate my invention, Figure 1 is a side sectional elevation, and Fig. 2 is a top or plan view of the same.

A and A' represent two coupling-hooks, which have longitudinal side pieces, B B, these side pieces, B B, having slots *b b* cut therein, within which play round cross-bars C C, secured to the hooks A A', and which allow the hooks to adjust themselves together or farther apart in coupling or uncoupling as the case may be.

D is a spiral spring coiled around the rear end of the coupling-hooks A A', the rear portion of said hooks being cut away and rounded about midway of their lengths, and passing through perforations in cross-bars or end pieces, E E, said cross-bars at the same time forming bearings for one end of the springs D, while the other ends of the springs rest against the cut and rounded portion of the hooks, the elasticity of the springs giving motion to the hooks for coupling and uncoupling.

F is a coupling-link, one end of which is securely but loosely connected to one end of the cross-bar C, which allows said link to rest perpendicular against the front of the car immediately preceding the coupling, so that when the springs force the hooks together the free end of the link will fall and take its place over the coupling-hook opposite to the coupling-hook to which said link is securely attached.

From the foregoing description it will be obvious that when the cars with their coupling-hooks come together the springs, by their action upon the hooks, force them together flush with each other, the concussion of which causes the link to fall at that time from its perpendicular position to a horizontal one, and the free end of the link embraces the end of the hook, and the cars are coupled; and when necessary to uncouple, the link is raised over the end of the hook, over which it falls, and placed again in the perpendicular position above referred to, and the hooks recede to their normal positions, as before, coupling through the medium of the springs thereon.

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

The herein-described car-coupling, consisting of the sliding hooks A A', provided with the transverse bar or pin C, the bars B, having the longitudinal slots *b*, in which said bar or pin C slides, and the link F, provided with the eyes engaging the transverse bar or pin, and bent upwardly at its forward end to engage the hooked ends of the hooks A A', as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

COURTLAND L. MACK.

Witnesses:

WILLIAM K. MCNEILL,
JAMES DAVIS.