

(No Model.)

W. H. MOORE.

CAR COUPLING.

No. 341,158.

Patented May 4, 1886.

Fig. 1.

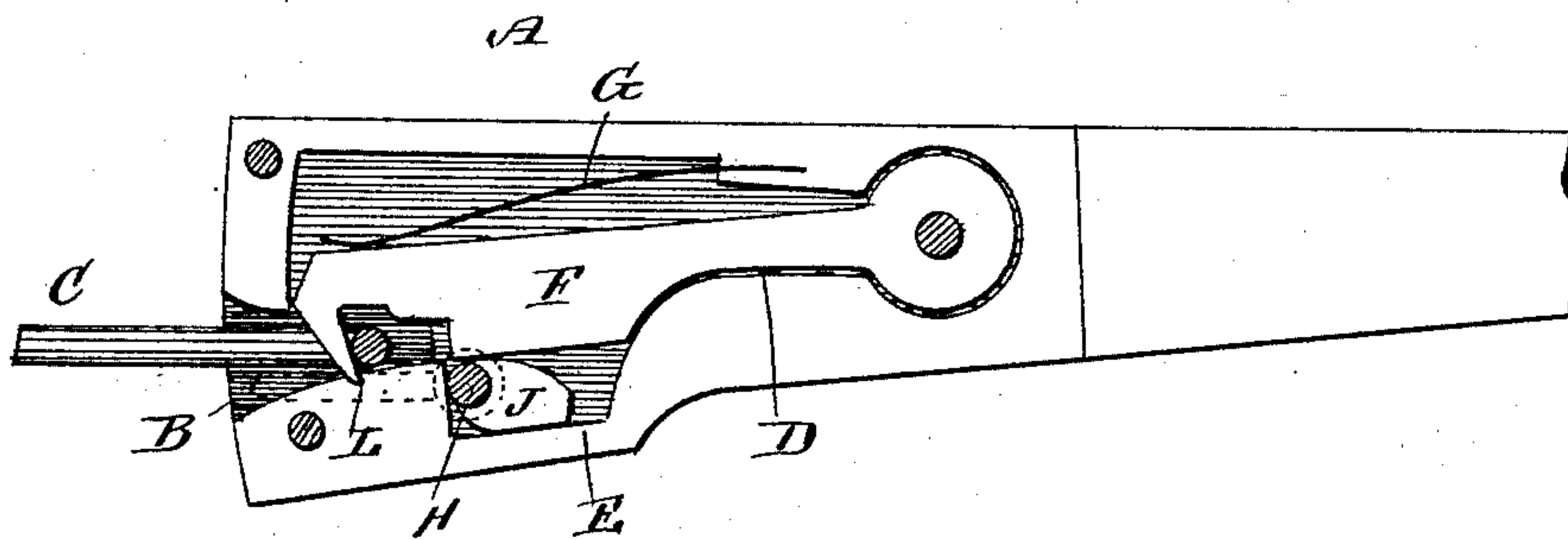


Fig. 2.

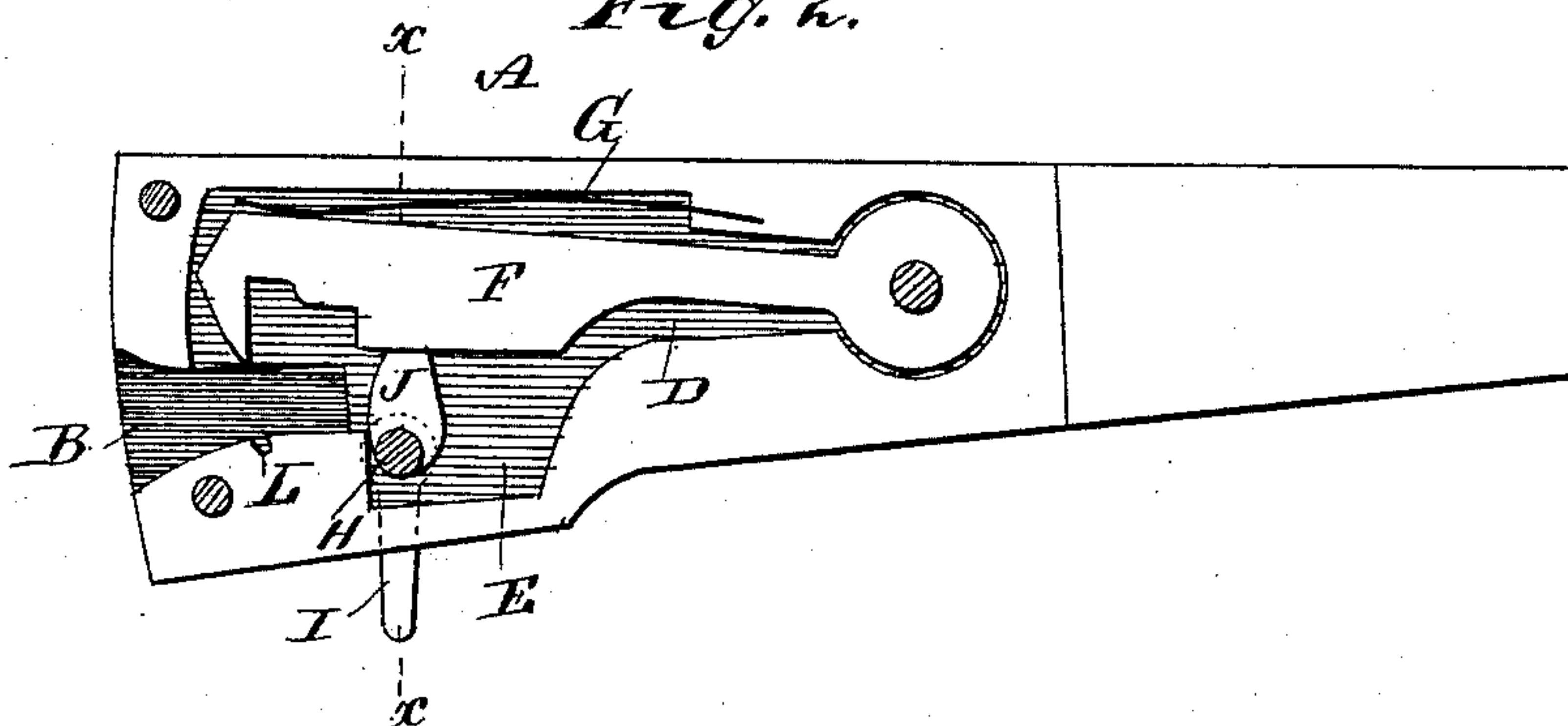
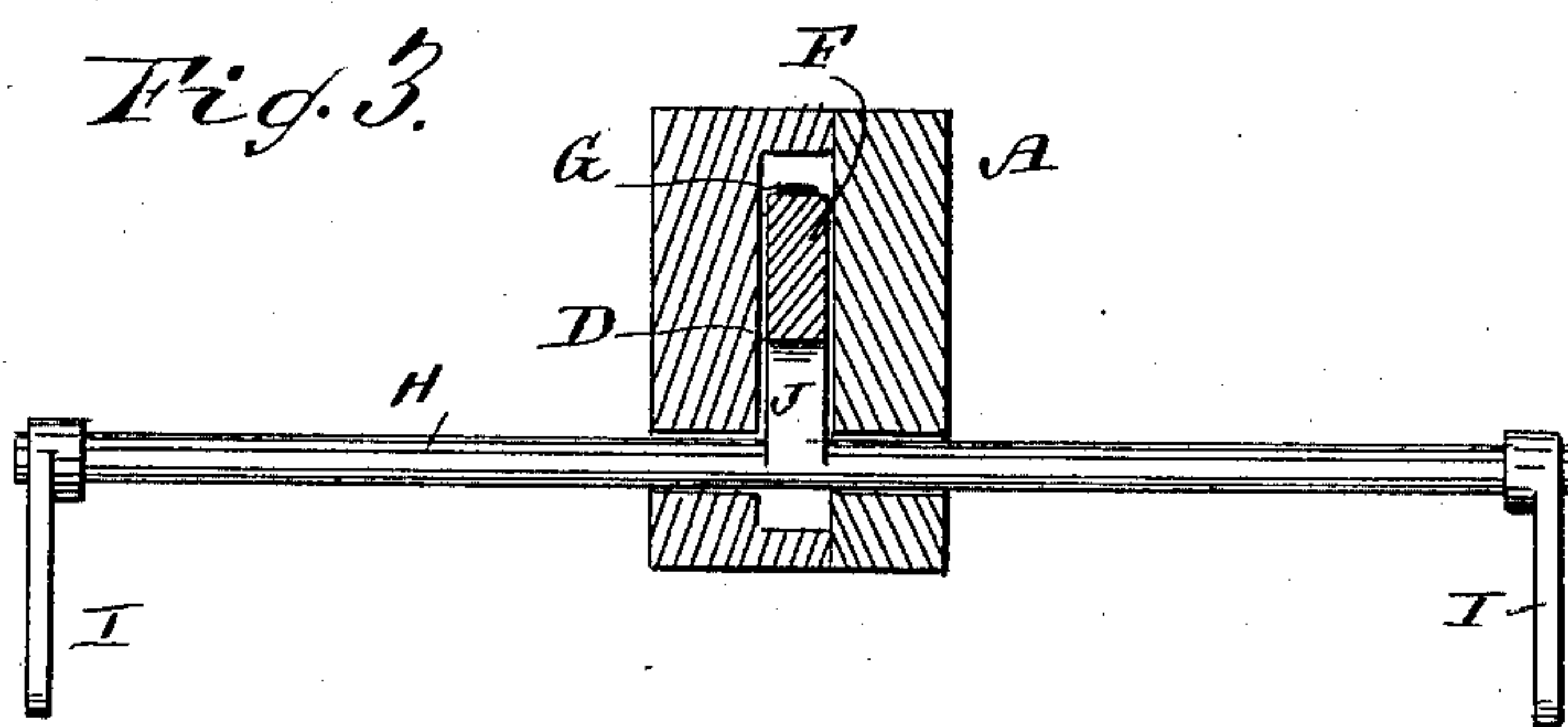


Fig. 3.



WITNESSES:

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WILLIAM HENRY MOORE, OF ELSIE, MICHIGAN, ASSIGNOR TO HIMSELF
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 341,158, dated May 4, 1886.

Application filed November 10, 1885. Serial No. 182,344. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY MOORE, of Elsie, in the county of Clinton and State of Michigan, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

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

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

Figure 1 is a sectional plan view of my improved car-coupling coupled. Fig. 2 is a similar view uncoupled. Fig. 3 is a cross-sectional view of the same on the line *xx*, Fig. 2.

The draw-head A is provided in its outer end with the opening B, through which the link C can be passed into the draw-head, and which leads into the cavity D in the draw-head, in the bottom of which cavity the recess E is formed.

In the cavity D the coupling-hook F is pivoted to swing vertically, the prong of the said hook being at the front end of the draw-head.

The spring G, secured in the draw-head, rests on the hook F and presses the same downward.

The shaft H is journaled transversely in the draw-head, extends to the sides of the car, and is provided at the end with the handles I, and in the recess E the cam J is mounted on the said shaft, the cam being below the coupling-hook F. In the bottom of the opening B the notch or recess L is formed for receiving the end of the prong of the coupling-hook F.

When the cam J is swung down, the cars can be coupled. The entering link C strikes the beveled end of the coupling-hook F and swings the same upward until the inner end of the said link has passed the prong of the coupling-hook, when said hook is forced down by the spring G, the prong of the hook passes through the link, and the link is thus coupled.

To uncouple, the shaft H is turned in such a manner as to swing the cam J upward and cause it to raise the coupling-hook F.

When the draw-head is to be so adjusted that it cannot couple, the cam J is swung up to hold the coupling-hook raised and prevent the spring from forcing it down.

When the coupling-hook is lowered the end of its prong rests in the recess or notch L, thus preventing the link from sliding out under the prong of the hook.

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

In a car-coupling, the combination, with the draw-head A, provided with the cavity D, the opening B, and the recess or notch L in the bottom of the said opening, of the coupling-hook F, pivoted in the said cavity, the spring G, acting on said hook, the shaft H, journaled in the draw-head, and of the cam J, provided with a flat free end to support unaided the coupling-hook, and mounted on said shaft below the coupling-hook, substantially as herein shown and described.

WILLIAM HENRY MOORE.

Witnesses:

CHAS. CLEMENT,
CHARLES EDDY.