(No Model.)

J. N. MOORE & A. L. MINER.

CAR COUPLING.

No. 360,719. Patented Apr. 5, 1887.

Fig. 1.

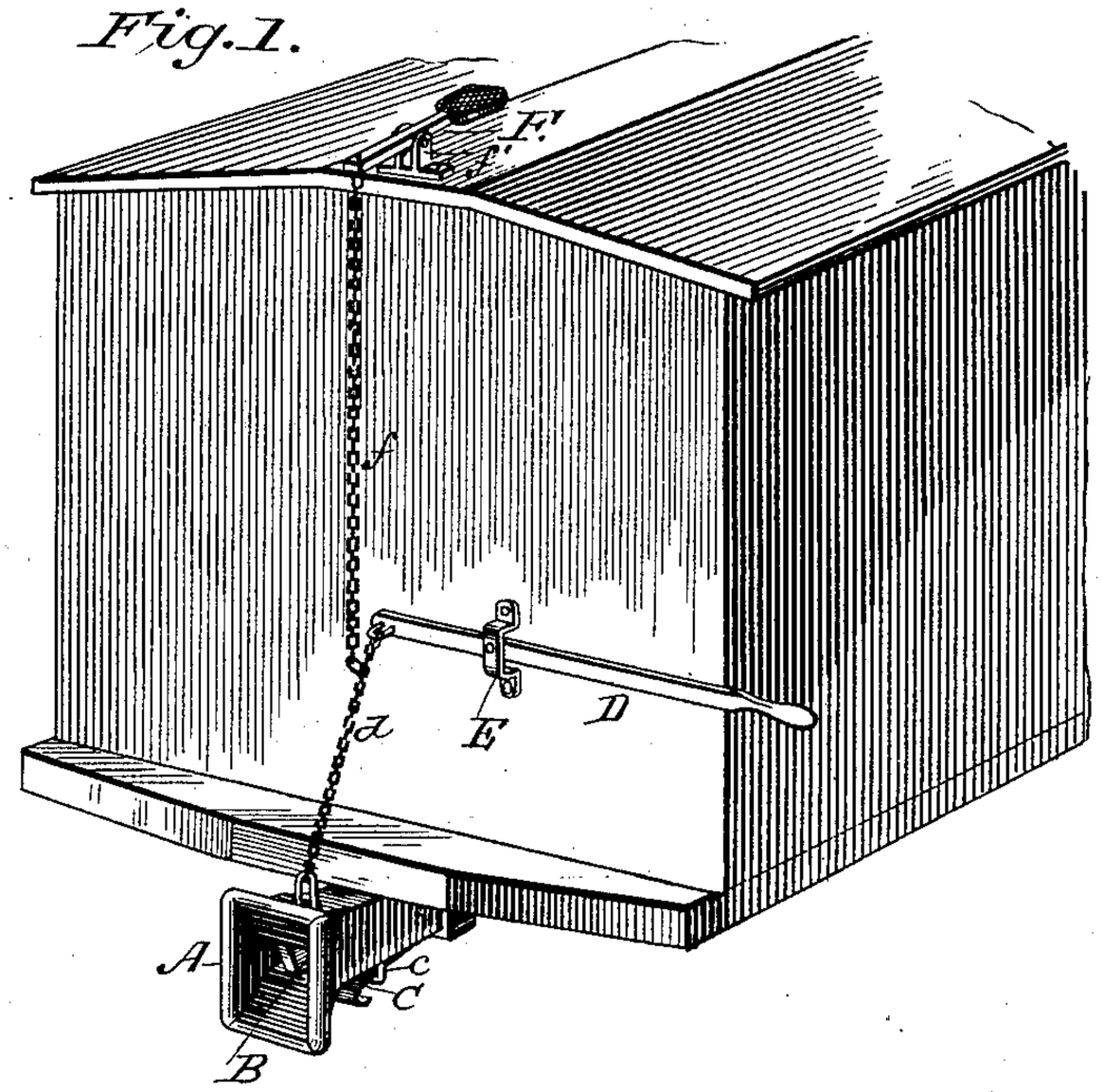
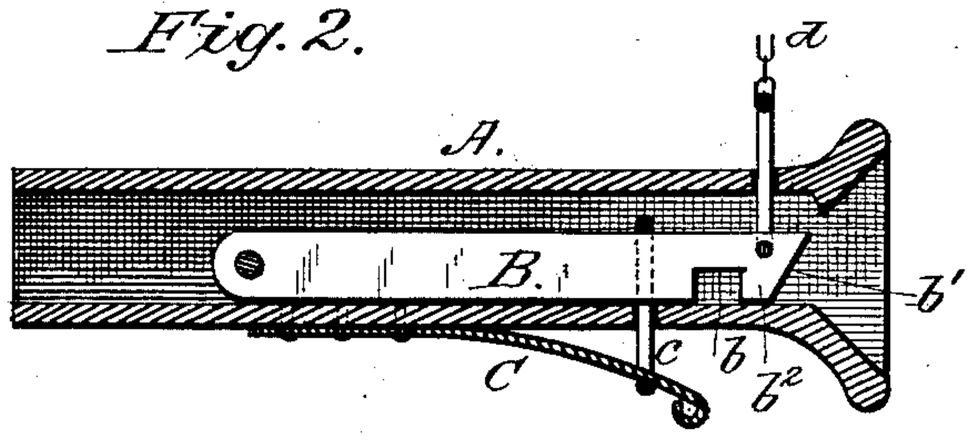


Fig. 2.



WITNESSES:
Fred G. Dieterich
Chas. R. Wright

INVENTORS.
J. N. Moore
A. L. Miner
BY Munn & Co
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES N. MOORE AND ABRAHAM L. MINER, OF LOWELL, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 360,719, dated April 5, 1887.

Application filed February 4, 1887. Serial No. 226,591. (No model.)

To all whom it may concern:

Be it known that we, JAMES N. MOORE and ABRAHAM L. MINER, citizens of the United States, residing at Lowell, in the county of Lake and State of Indiana, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

Our invention relates to an improvement in car-couplings; and it consists in the peculiar construction and arrangement of parts, as hereinafter fully described, and pointed out in the claims.

Figure 1 is a perspective view of an end of a car having our improvement applied. Fig. 2 is a sectional elevation of the draw-head.

A is the draw-head, which is provided with the usual flaring mouth, and is secured to the under side of the car in any well-known manner.

B is a draw-bar, pivoted at its rear end in the draw-head and extending forward to the mouth of the draw-head. The draw-bar B is provided with the notch *b* near its forward end, forming a hook, b^2, and the end of the said bar is beveled downwardly, as shown at *b'*.

To the under side of the draw-head is secured the spring C, and to the free end of spring is secured the link *c*, which passes up into the draw-head, and through which the draw-bar passes, so that the draw-bar will be held normally on the bottom of the draw-head by the said spring.

D is a lever pivoted in a keeper, E, on the end of the car, and having its inner end connected by a chain, *d*, to the draw-bar B, so that the draw-bar can be operated without passing between the cars.

For the purpose of operating the draw-bar from the top of the car, we pivot the foot-lever F in the bracket *f'* and connect it to the draw-bar by means of the chain *f*. Instead of the chains *d* and *f* for connecting the levers E F to the draw-bar, rods may be used.

The operation is as follows: When the cars are run together, the link on the adjacent car will strike the beveled end *b'* of the draw-bar and be guided downward under the same into the notch *b*, when the spring will return the draw-bar to its normal position, thereby coupling the cars. By operating the hand-lever D or the foot-lever F the draw-bar can be elevated to permit the cars to be uncoupled.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a car-coupling, the combination, with the draw-head A, of the draw-bar B, pivoted in the draw-head and provided with the hook b^2, having the beveled end *b'*, the link *c*, passing up into the draw-head and apertured for the passage of the draw-bar, the spring C, having one end secured to the draw-head and the other to the link *c*, and means for operating the draw-bar from the top or side of the car, substantially as herein shown and described.

2. In a car-coupling, the combination, with a car, of the draw-head A, the draw-bar B, pivoted in the draw-head and provided with the beveled hook b^2 *b'*, the link *c*, passing up into the draw-head and apertured for the passage of the draw-bar, the spring C, secured to the draw-head and link, the levers E F, and the chains *d f*, connecting the said levers to the draw-bar, substantially as herein shown and described.

JAMES N. MOORE.
ABRAHAM L. MINER.

Witnesses:
H. N. CLEMENT,
C. JONES.