

(No Model.)

O. P. HIX.
CAR COUPLING.

No. 367,396.

Patented Aug. 2, 1887.

Fig. 1.

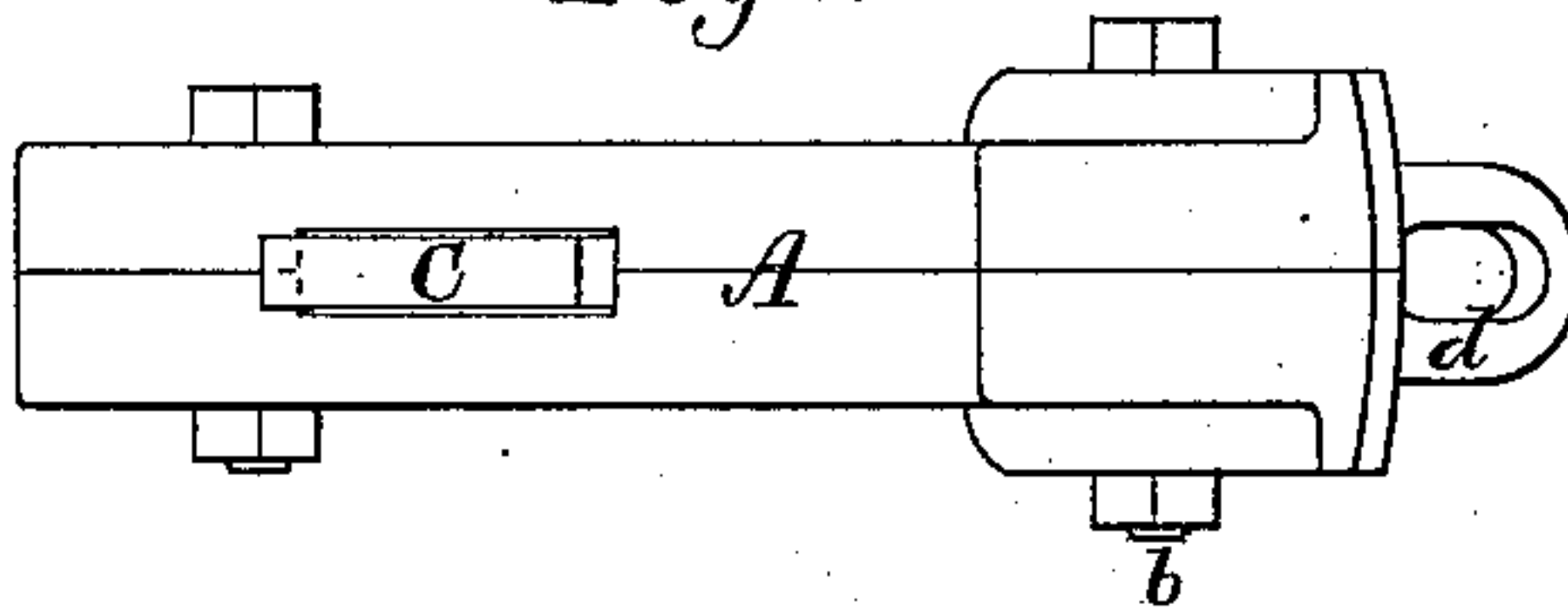


Fig. 2.

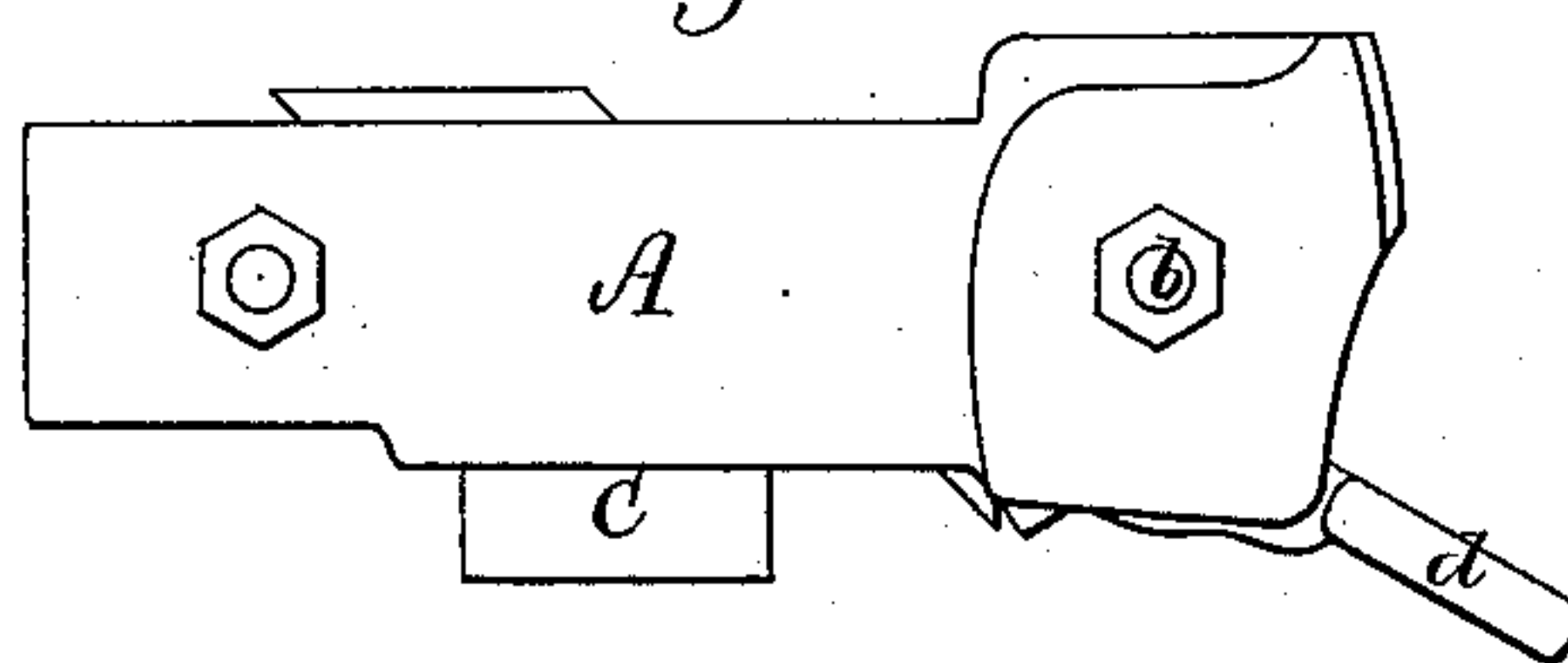


Fig. 3.

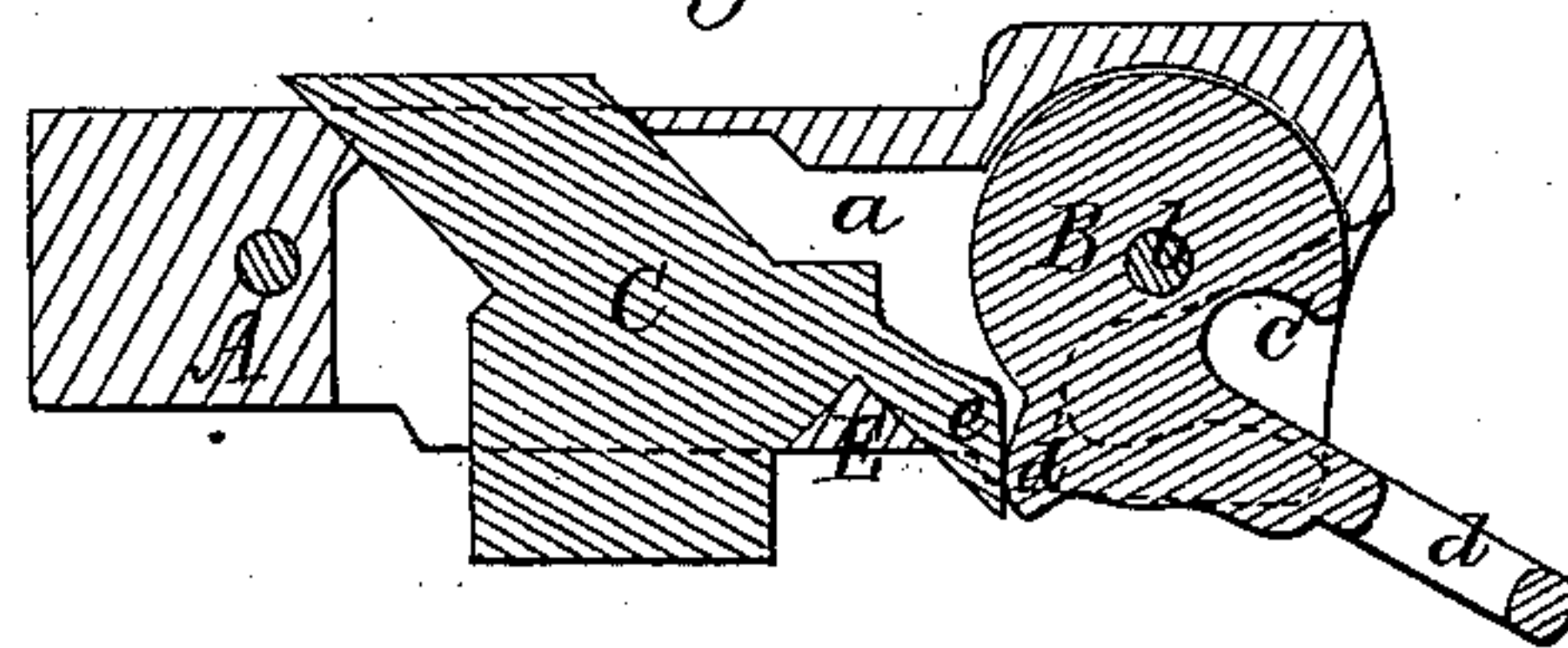


Fig. 4.

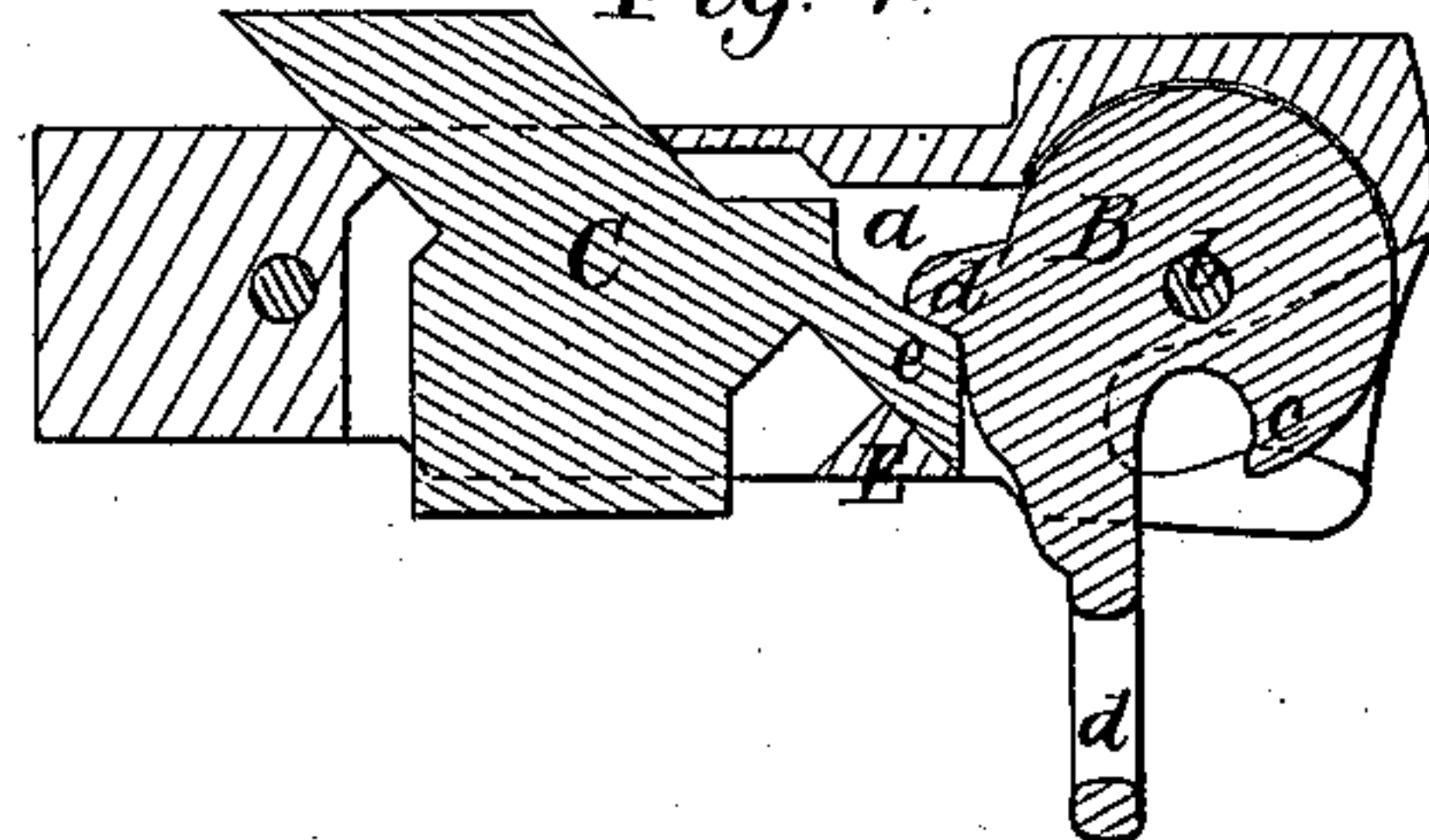
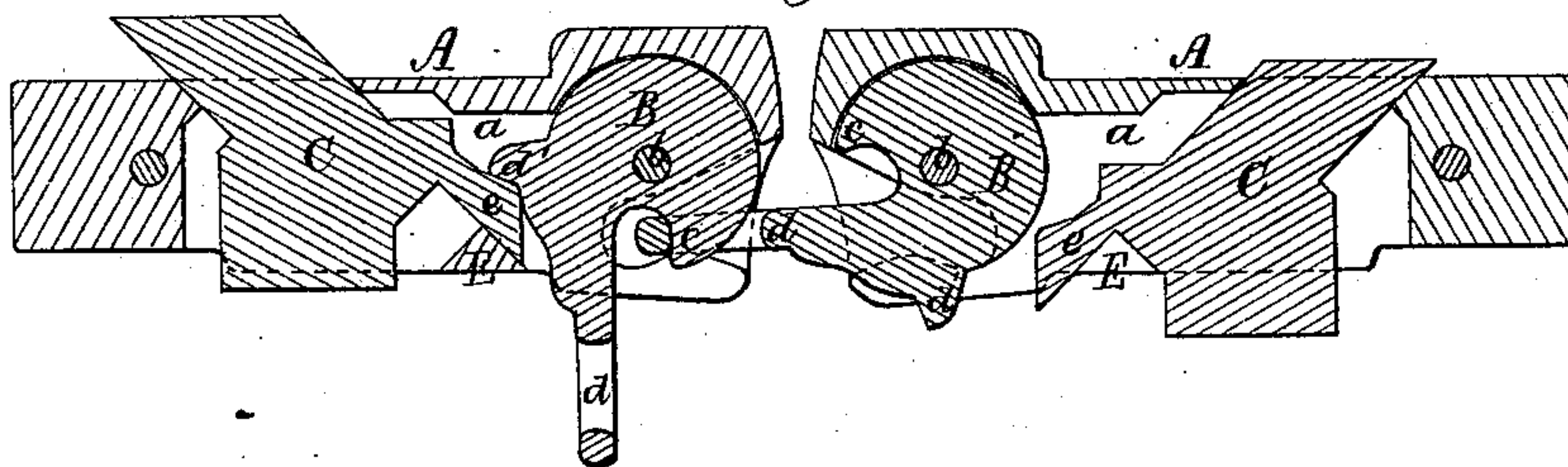


Fig. 5.



Witnesses

H. Barnes
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Inventor

Oliver P. Hix
by Singleton & Piper attys

UNITED STATES PATENT OFFICE.

OLIVER PERRY HIX, OF ROCKLAND, MAINE, ASSIGNOR, BY MESNE ASSIGNMENTS, TO HIMSELF, ADDISON OLIVER, DAVID N. MORTLANDT, AND GALEN F. HIX, ALL OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 367,396, dated August 2, 1887.

Application filed May 31, 1887. Serial No. 239,728. (No model.)

To all whom it may concern:

Be it known that I, OLIVER PERRY HIX, of Rockland, in the county of Knox, of the State of Maine, have invented a new and useful Improvement in Railway-Car Couplings; and I do hereby declare the same to be described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view, Fig. 2 a side elevation, and Fig. 3 a vertical, median, and longitudinal section, of a car-coupler of my invention, the nature of which is defined in the claim hereinafter presented. In Fig. 3 the weight C and the part B are represented in the positions they assume when the weight is at rest against the stop E. Fig. 4 is a longitudinal section showing the weight C in its higher position, with the part B depressed and in the condition in which it (the said part B) is when it is hooked into the slotted shackling-tongue of another and like coupler. Fig. 5 is a longitudinal section of two of the couplers in engagement with each other, such section exhibiting the positions the operative parts of each assume under such circumstances.

In such drawings, A denotes a draw-bar suitably recessed or chambered, as represented at a, to receive the two principal active parts or members B and C of the coupler. The part B is arranged within and pivoted to the mouth of the draw-bar, or, in other words, it turns freely on a pin, b, going laterally through such mouth, such part B having a hook, c, a slotted shackling-tongue, d, and a catch projection or tooth, d', arranged, formed, and extended from it in manner as represented.

In rear of the said part B is the part C, which is a weight adapted to freely slide upward and downward in the draw-bar, but in a direction inclined at about an angle of forty-five degrees to the longitudinal axis of such draw-bar. When in its lowest position, the weight C rests against a stop, E, triangular in cross-section, as shown, extending across the space or chamber in which the weight C is situated. From the weight C, and in front of the stop, a tongue, e, formed as shown, pro-

jects in manner as represented. When the parts B and C of the coupler of one car are to be in their proper positions for being coupled to another and like coupler of another car, they are arranged as shown in Fig. 3. On the coupler of one car meeting that of the other, the shackling-tongue of one will be forced upon that of the other and will rise on it and press it downward and turn the part B of the latter tongue until the hook c thereof may enter and engage with the slotted tongue, acting to so turn the part B. While the part B is being turned backward its tooth d will be pressed against the tongue e and will force the catch-weight C upward until the tooth may rise above the tongue, which taking place, the gravitating power of the weight will cause such weight to descend and force the tongue directly under the tooth, and thereby lock the part B in position with its hook in engagement with the slotted shackling-tongue d of the other coupler.

To effect uncoupling of the two couplers, the part C of that one whose tongue may be under or in engagement with the tooth of the part B should be raised or forced upward, so as to carry the said tongue entirely back or out of engagement with the said tooth. This having been done, the couplers on being moved apart, or one away from the other, will readily unshackle, as the part B of one will be free to revolve in order for its hook to become disengaged from the slotted shackling-tongue of the other.

I claim—

The combination, with the draw-bar chambered and provided with the stationary stop E, as described, of the revoluble part B, pivoted within the mouth of the draw-bar and having the hook c, slotted shackling-tongue d, and the tooth d', arranged as set forth, and the sliding weight or part C, provided with the tongue e and adapted to move in an inclined direction within the said draw-bar, all being substantially as represented.

OLIVER PERRY HIX.

Witnesses:

R. H. EDDY,
R. B. TORREY.