

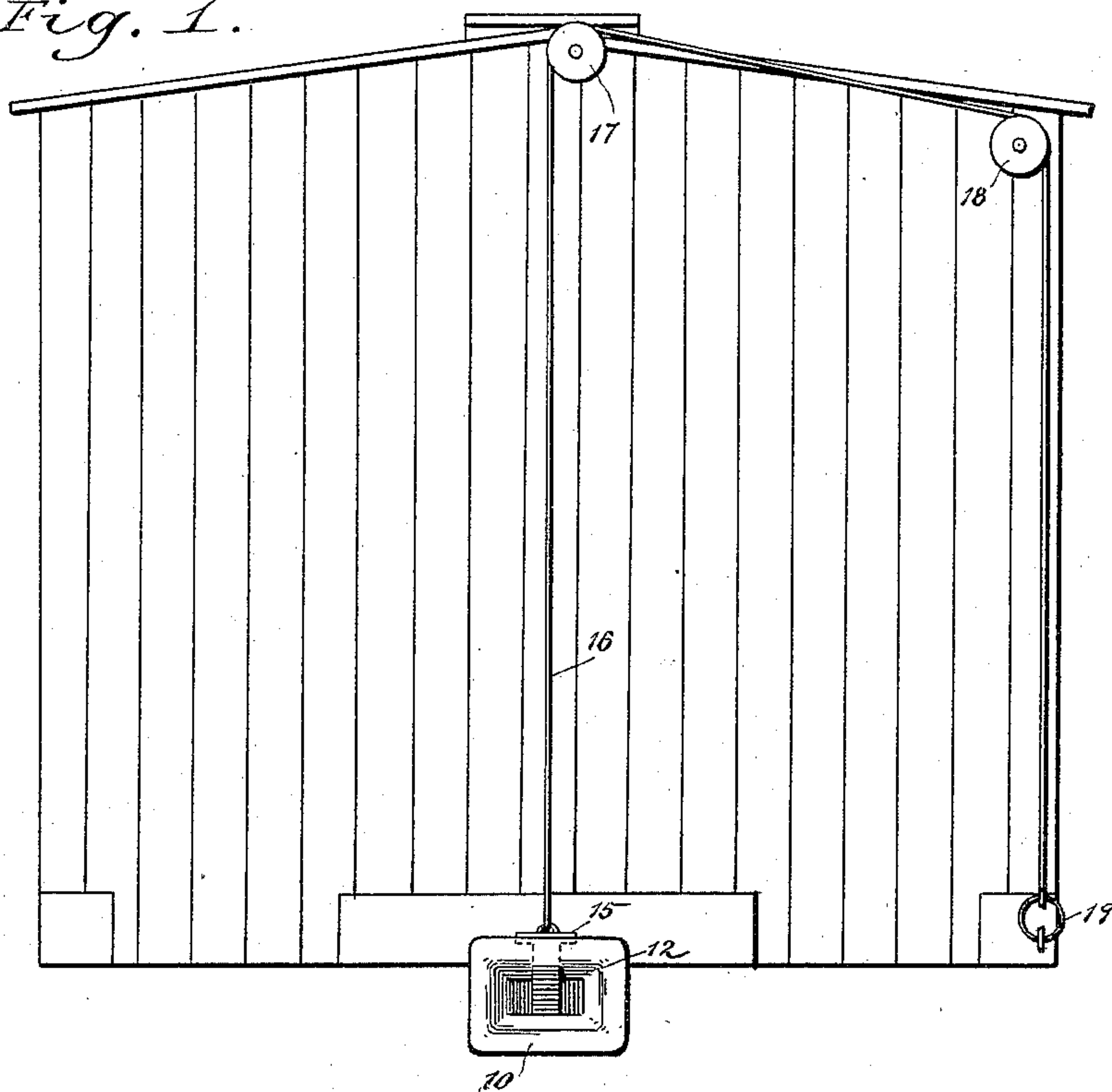
(No Model.)

W. C. McCHORD.  
CAR COUPLING.

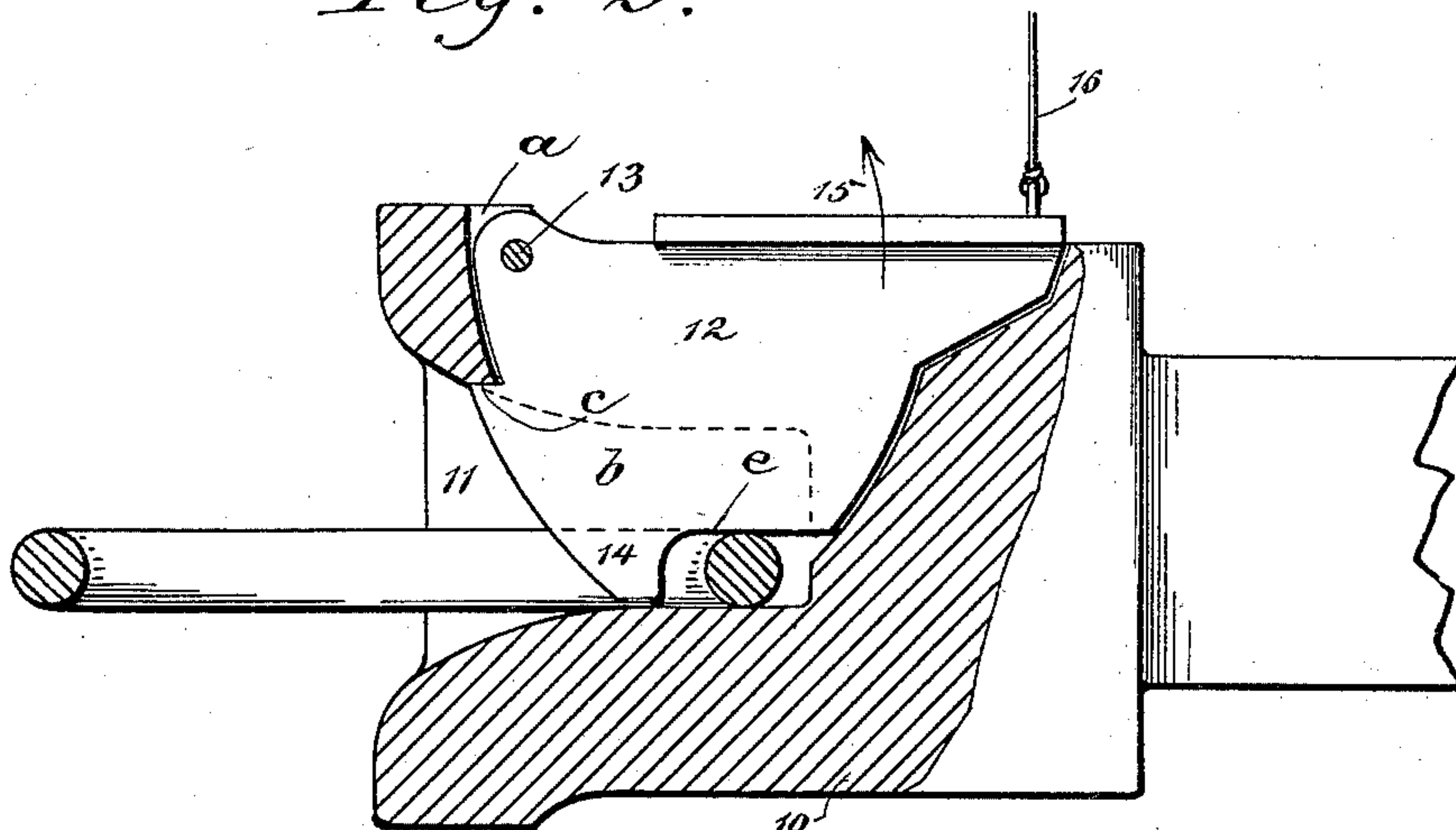
No. 405,494.

Patented June 18, 1889.

*Fig. 1.*



*Fig. 2.*



WITNESSES:  
*John W. Deemer*  
*C. Sedgwick*

INVENTOR  
*W. C. McChord*  
BY *Munn & Co.*  
ATTORNEY

# UNITED STATES PATENT OFFICE.

WILLIAM C. McCHORD, OF SPRINGFIELD, KENTUCKY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 405,494, dated June 18, 1889.

Application filed March 20, 1889. Serial No. 303,959. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM C. McCHORD, of Springfield, in the county of Washington and State of Kentucky, have invented a new and Improved Car-Coupler, of which the following is a full, clear, and exact description.

The object of my invention is to provide an automatic coupler wherein the parts shall be so arranged that all necessity of entering the space between the ends of the cars to couple said cars will be avoided.

To the end named the invention consists in the construction and arrangement of parts, all as will be hereinafter more fully explained, and specifically pointed out in the claim.

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

Figure 1 is an end view of a car-body, representing the same as it appears when provided with my improved coupler; and Fig. 2 is an enlarged detail view, the draw-head being shown in section.

In the drawings, 10 represents a draw-head, through the upper wall of which there is formed a slot *a*, which extends downward into the link-recess 11. Within the slot *a*, I mount a catch 12, said catch being supported by a pivot pin or bolt 13, that is arranged as shown. The forward face *b* of the catch is inclined, and above this inclined section there is formed a shoulder *c*, which bears against the upper defining wall of the link-recess and serves to hold the catch in the position indicated. In the lower portion of the catch I form a recess *e*, in advance of which there is a hook 14, and to the upper edge of the catch I secure a plate 15, which, when the catch is in the position in which it is shown in the drawings, overlaps the recess *a* and prevents the entrance of snow, hail, or dust. The rear face of the catch may be formed as desired; but in practice I prefer such formation as is illustrated in Fig. 2. To the rear portion of the upper face

of the catch I secure a cord or chain 16, which, if the device is employed in connection with freight-cars, extends upward and over a sheave 17, then outward and over a sheave 18, and then downward to a ring or eye 19, that is secured to the car-body at a point near the side thereof.

Such, in general, being the construction of my improved coupler, it will be readily understood that if cars provided with my coupler approach for the purpose of coupling and one of such cars carries a link said link will enter the recess 11 of the opposing coupler and striking against the inclined face *b* of the catch 12 will raise said catch and pass inward to the rear of the hook 14 within the recess *e*, and as the link so enters the recess *e* the catch will return to the position in which it is shown in Fig. 2 and the cars will be coupled.

When the coupling above described is about to take place, the catch will support the link in a horizontal position, as shown in the drawings.

It will be seen that to uncouple, the catch may be drawn upward either from the sides of the car or from the top thereof, and that it will never be necessary for the train-men to enter the space between the cars.

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

A car-coupler comprising a draw-head secured to the car and having a longitudinally-extending vertically-swinging catch 12, provided with a hook 14, and top plate 15, pulleys 17 18, secured to the end of the car at its middle and side, a ring 19, secured to the car below pulley 18, and the cord 16, secured to the inner upper corner of the catch, passed over said pulleys and secured at its lower end to the ring, substantially as set forth.

WILLIAM C. McCHORD.

Witnesses:

C. C. McCHORD,  
W. E. SILVERMAN.