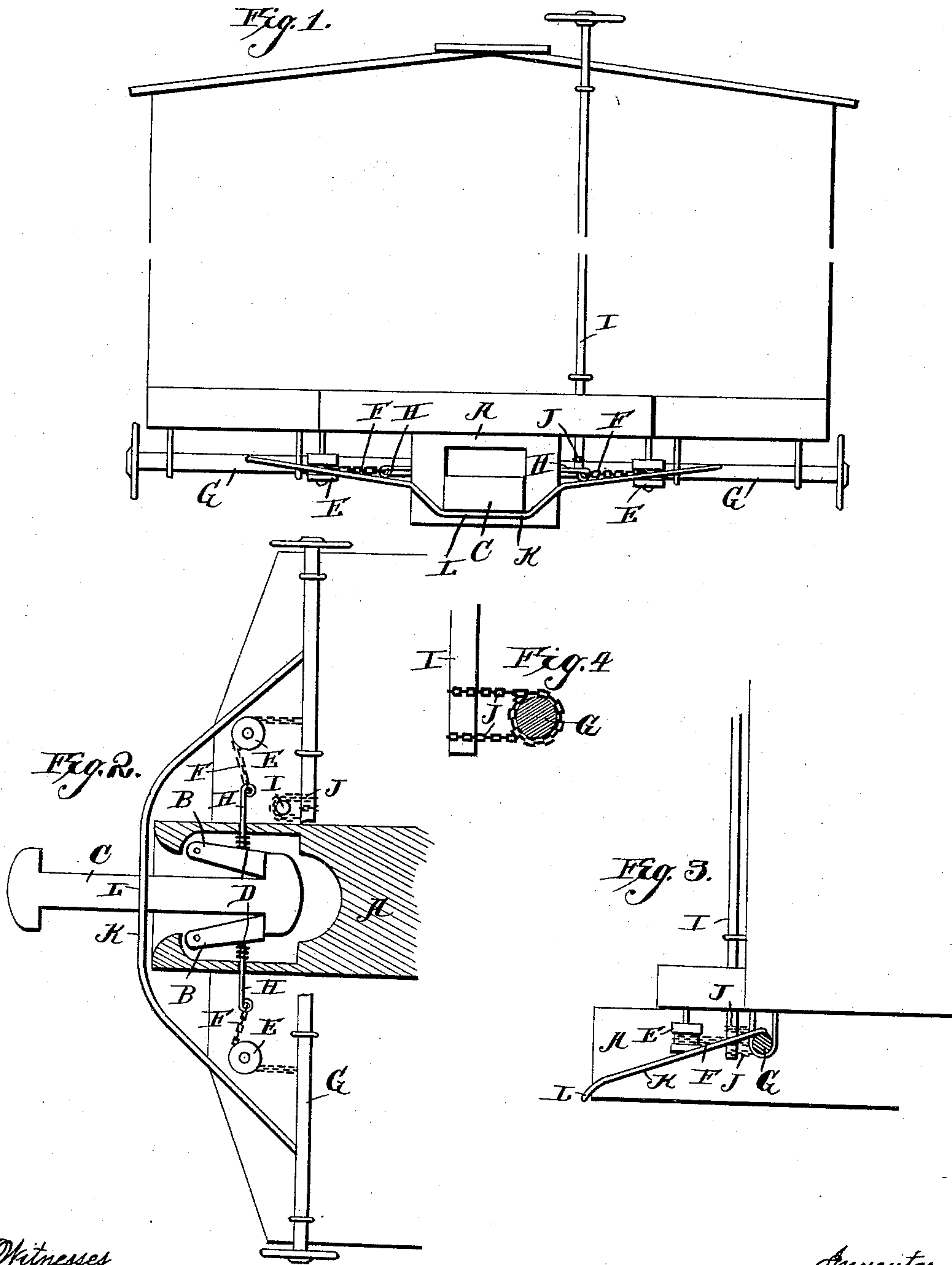


(No Model.)

C. D. MOORE.
CAR COUPLING.

No. 409,855.

Patented Aug. 27, 1889.



Witnesses
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UNITED STATES PATENT OFFICE.

COMMODORE D. MOORE, OF PURSLEY, WEST VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 409,855, dated August 27, 1889.

Application filed March 25, 1889. Serial No. 304,605. (No model.)

To all whom it may concern:

Be it known that I, COMMODORE D. MOORE, a citizen of the United States, residing at Pursley, in the county of Tyler and State of West Virginia, have invented a new and useful Car-Coupling, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in certain novel features hereinafter described and claimed.

In the accompanying drawings, Figure 1 is an end elevation of a car having my improved coupling applied thereto. Fig. 2 is a bottom plan view of the same, the draw-head being shown in horizontal section. Fig. 3 is a side view partly in vertical section, and Fig. 4 is a section through the rock-shaft to show how the chains are wound.

In carrying out my invention I secure to the under side of the car at the end of the same a draw-head A, having the coupling-jaws B mounted in recesses in its sides just in rear of its mouth, and having their inner ends adapted to engage the shoulders of the arrow-head link C, as clearly shown. These coupling-jaws are normally projected inward by springs D, arranged in the recesses in the sides of the draw-head and acting on the said coupling-jaws.

On the underside of the car and on opposite sides of the draw-head I mount the pulleys E, and chains F pass around these pulleys and have their rear ends passed diametrically through a rock-shaft G, journaled in suitable bearings on the under side of the car, and their front ends secured to arms H, projecting from the coupling-jaws through the draw-head. The rock-shaft G is provided at its ends with hand-wheels or crank-arms H, by means of which it may be rotated to operate the coupling-jaws. The rock-shaft may be operated from the top of the car by means of a rotary shaft I, mounted on the end of the car and having the middle portion of a chain J secured to its lower end and then passed once around said shaft in opposite directions. The ends of this chain are then passed around the rock-shaft in opposite directions and secured in a diametrical opening therein. A lifting-bail K is secured to the rock-shaft and extends forward therefrom and across the front

end of the draw-head. The central portion of the bail is depressed, as shown at L, so as to form a rest for the coupling-link.

In practice, when it is desired to couple two cars together, the coupling-link is secured in one draw-head and the draw-heads then made to approach. The link will thus be made to enter the opposing draw-head and will automatically be engaged by the coupling-jaws, thus effecting the coupling. As the cars approach, the rock-shaft is turned, so as to cause the bail to engage under the link and lift it, so that it will be guided positively into the draw-head. When it is desired to uncouple the cars, the rock-shaft is rotated from either side or from the top of the car, so as to draw on the chains F and cause them to disengage the coupling-jaws from the link, when the link can be easily drawn out from the draw-head. Upon releasing the rock-shaft the springs, acting on the coupling-jaws, will at once press them inward, so that they will assume their former position and be adapted to engage the coupling-link.

It will be observed from the foregoing description, taken in connection with the accompanying drawings, that I have provided a very simple car-coupling which can be operated from the top or from either side of the car, and consequently obviates the necessity of the operator going between the cars and thereby endangering life and limb. Inasmuch as the chains F pass through diametrical openings in the rock-shaft, the coupling-jaws will be positively operated, whether the rock-shaft be turned in one direction or the other. The lifting-bail is operated by the rock-shaft so as to engage under the coupling-link and guide the same into the draw-head, and facilitates the coupling together of cars of different heights. The central depression or rest in the bail effectually guides it into the mouth of the draw-head, so that the coupling will be operated with certainty.

The draw-head is provided with pin-holes in its top and bottom, so that the ordinary pin-and-link coupling may be used when necessary.

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

The combination of the draw-head, the coupling-jaws mounted therein, the pulleys arranged on the under side of the car and on opposite sides of the draw-head, the arms projecting from the coupling-jaws through the draw-head, the rock-shaft journaled on the under side of the car, the chains passing around the pulleys and secured to the rock-shaft, the arms projecting from the coupling-jaws, the springs, the rotary shaft

mounted on the end of the car, and the chain secured to the lower end of said shaft and to the rock-shaft, as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

COMMODORE D. MOORE.

Witnesses:

M. J. DEL,

J. H. MCCOY.