

(No Model.)

H. H. SCHOONOVER.
CAR COUPLING.

No. 432,087.

Patented July 15, 1890.

Fig. 1.

Fig. 3.

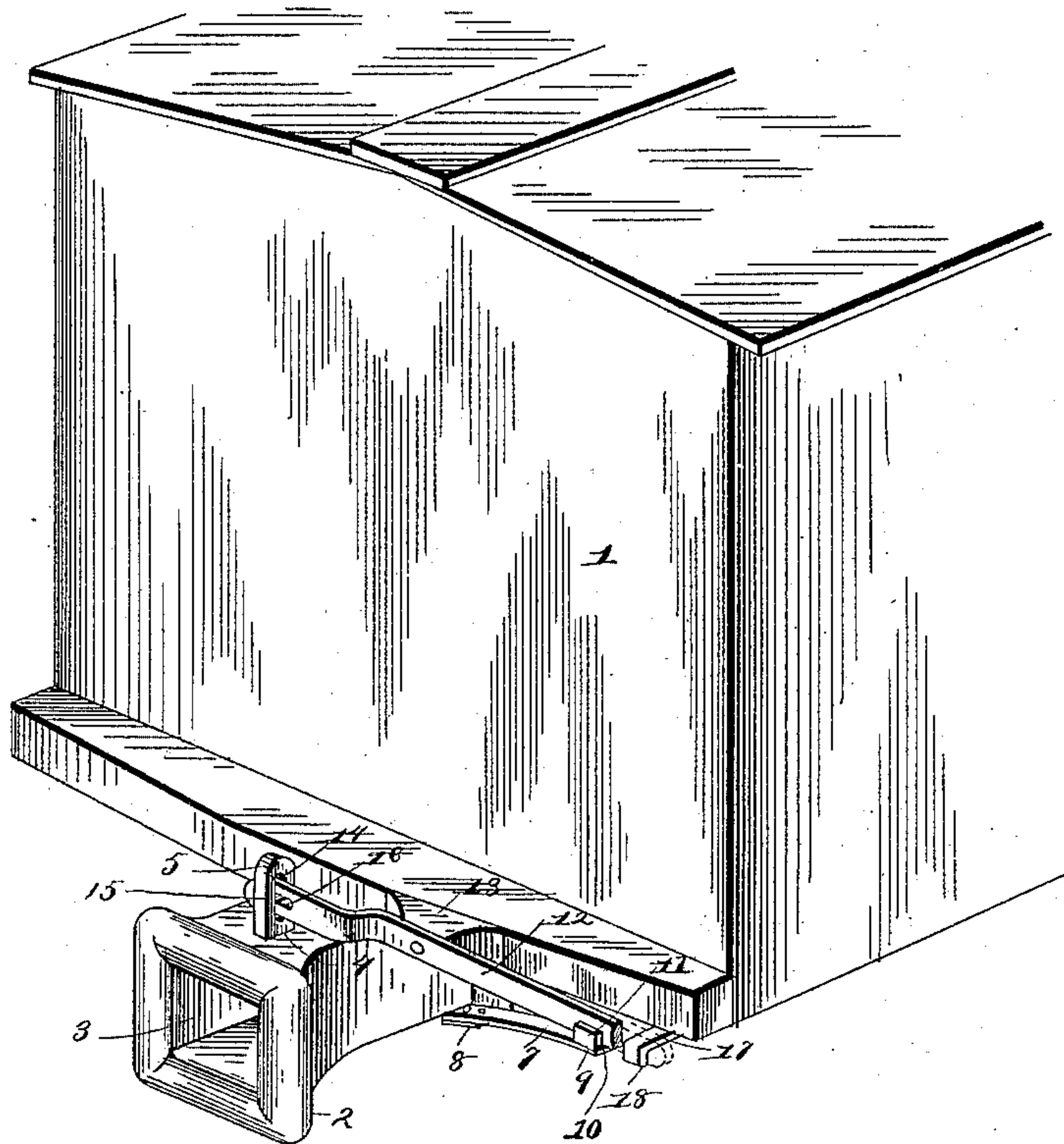
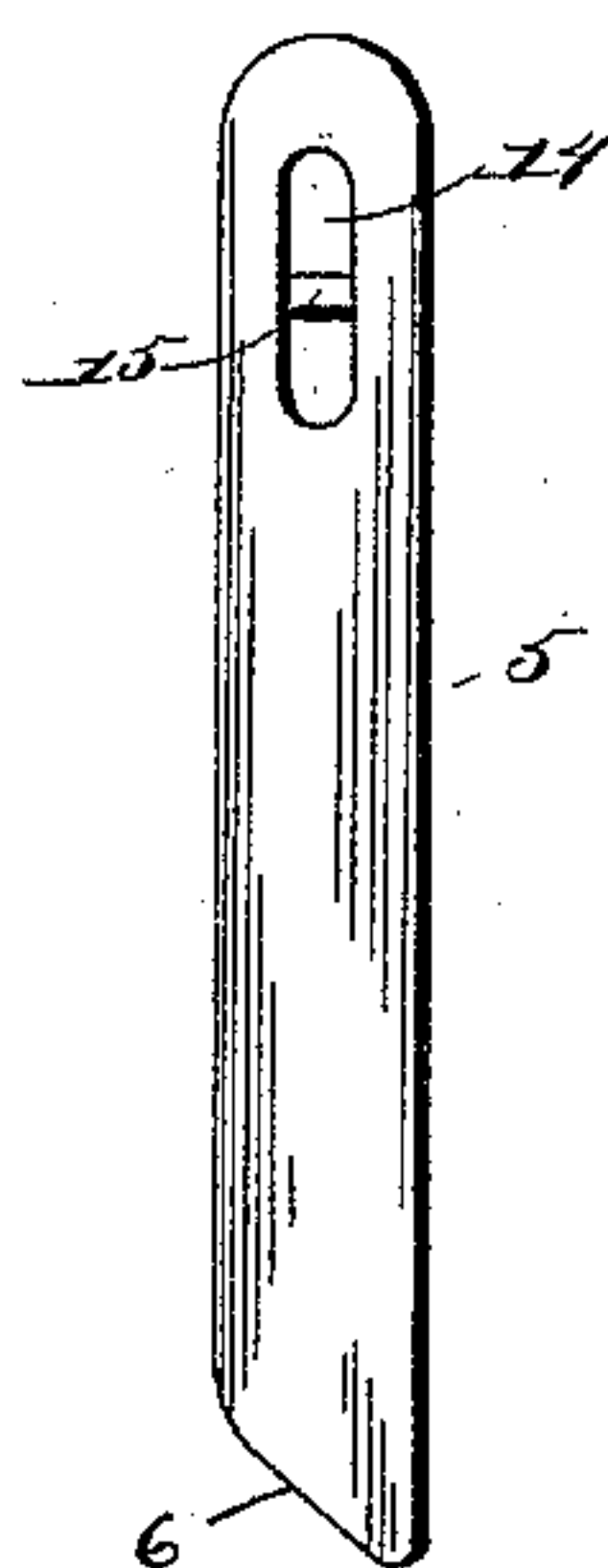
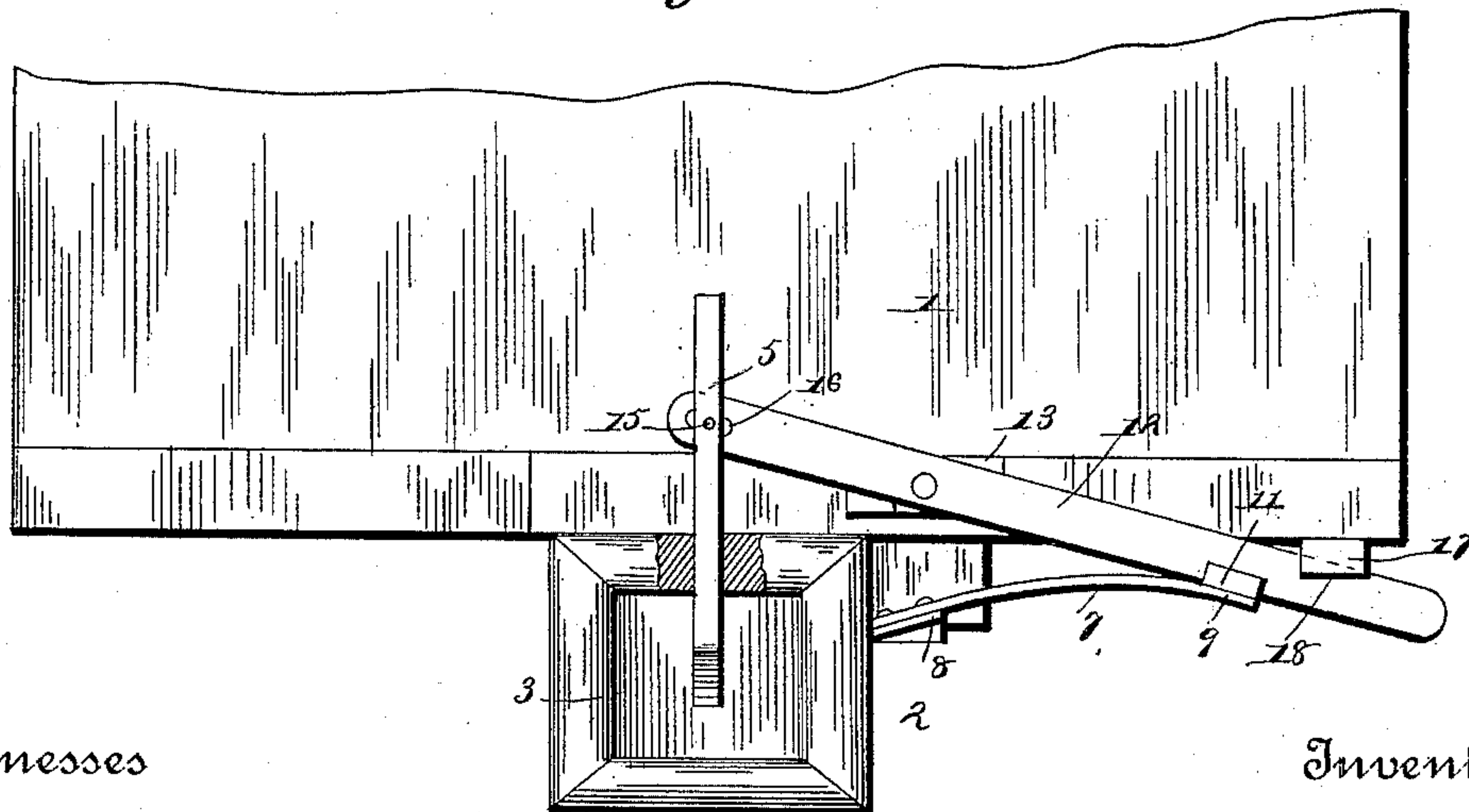


Fig. 2.



Witnesses

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By his Attorneys

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UNITED STATES PATENT OFFICE.

HORACE H. SCHOONOVER, OF FISHKILL-ON-THE-HUDSON, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 432,087, dated July 15, 1890.

Application filed March 11, 1890. Serial No. 343,487. (No model.)

To all whom it may concern:

Be it known that I, HORACE H. SCHOONOVER, a citizen of the United States, residing at Fishkill-on-the-Hudson, in the county of Dutchess and State of New York, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to provide a simple, inexpensive car-coupling capable of becoming automatically coupled on the cars coming together and adapted to be readily uncoupled without necessitating a
15 person going between the cars.

The invention consists in the construction and novel combination and arrangement of parts, hereinafter described, illustrated in the accompanying drawings, and pointed out in
20 the claims hereto appended.

In the drawings, Figure 1 is a perspective view of an end of a car provided with a coupling constructed in accordance with this invention. Fig. 2 is an end elevation, partly
25 in section, the coupling-pin being raised and the coupler-head being illustrated in section. Fig. 3 is a detail view of a coupling-pin.

Referring to the accompanying drawings, 1 designates an end of a car, which is provided
30 with a coupler-head 2, that has a longitudinal link opening or recess 3 and a vertical slot 4, communicating with the longitudinal link-recess 3, adapted to receive a coupling-pin 5. The coupling-pin 5 has its lower end
35 6 beveled and adapted to be engaged by the link of an adjacent car and to be raised thereby and allow the link to pass beyond it and to fall in the opening of the link, and thereby couple the cars. The link is normally main-
40 tained in a depressed position ready to be engaged by a link, and also to be held in engagement with the link by a spring 7, which has one end secured to a plate 8, and its free end 9 provided with a plate 10, having parallel flanges or lugs 11, adapted to receive be-
45 tween them one end of a lever 12, that has its opposite end connected to the coupling-pin. The plate 8 is fastened to the bottom of the

car and has its end to which the spring is se-
cured twisted in order to direct the spring 50
toward the outer end of the lever. The lever is pivoted to a block 13, extending from the end of the car, and it has its inner end slotted and arranged in the slot 14 of the coupling-pin, which is provided with a transverse
55 pin 15, that is arranged in the slot 14 and passes through the slot 16 of the lever and secures the latter to the coupling-pin. The coupling-pin is maintained in an elevated position, and the outer end of the lever is held de-
60 pressed against the action of the spring 7 by a bar 17, that extends longitudinally along the side of the car and projects beyond the same, and has its outer end slightly bent downward to provide a hook 18, which en-
65 gages the end of the lever.

What I claim is—

1. The combination, in a car-coupling, of the coupler-head, the vertically-moving coupling-pin, the spring-actuated lever having one
70 end connected to the coupling-pin, and the bar 17, arranged at the side of the car and projecting therefrom and adapted to hold the end of the lever, substantially as described.

2. The combination of the coupler-head, the
75 vertically-movable coupling-pin provided at its upper end with a slot and having its lower end beveled, the lever pivoted to the car and having the inner end slotted and arranged within the slot of the coupling-pin and se-
80 cured thereto, the plate secured to the bottom of the car and having its end bent at an angle, the spring secured to the plate and provided at its free end with flanges to en-
85 gage the lever, and the bar secured to the side of the car and projecting from the end thereof and provided with a hook or bend to receive the outer end of the lever, substantially as described.

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

HORACE H. SCHOONOVER.

Witnesses:

WILLIAM M. BOWKER,
CHARLES S. CROOKSTON.