

(No Model.)

A. FISK.
CAR COUPLING.

No. 440,588.

Patented Nov. 11, 1890.

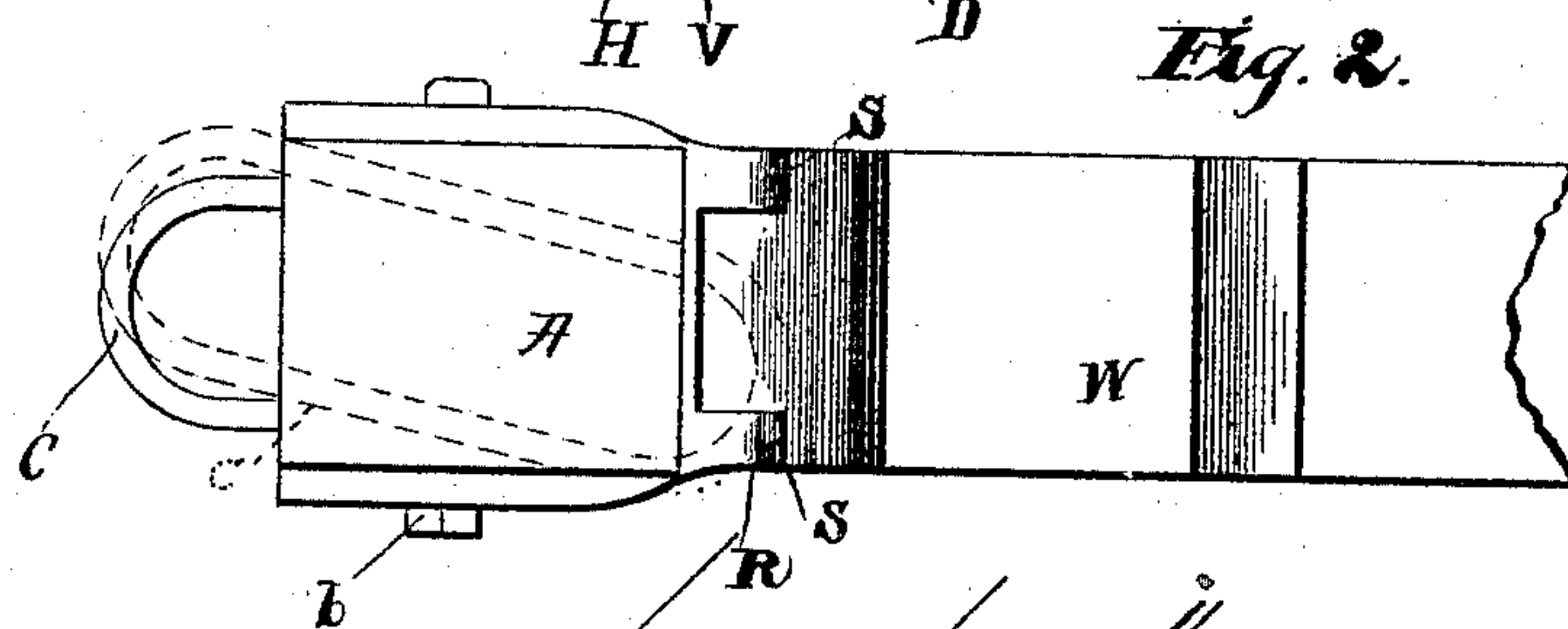
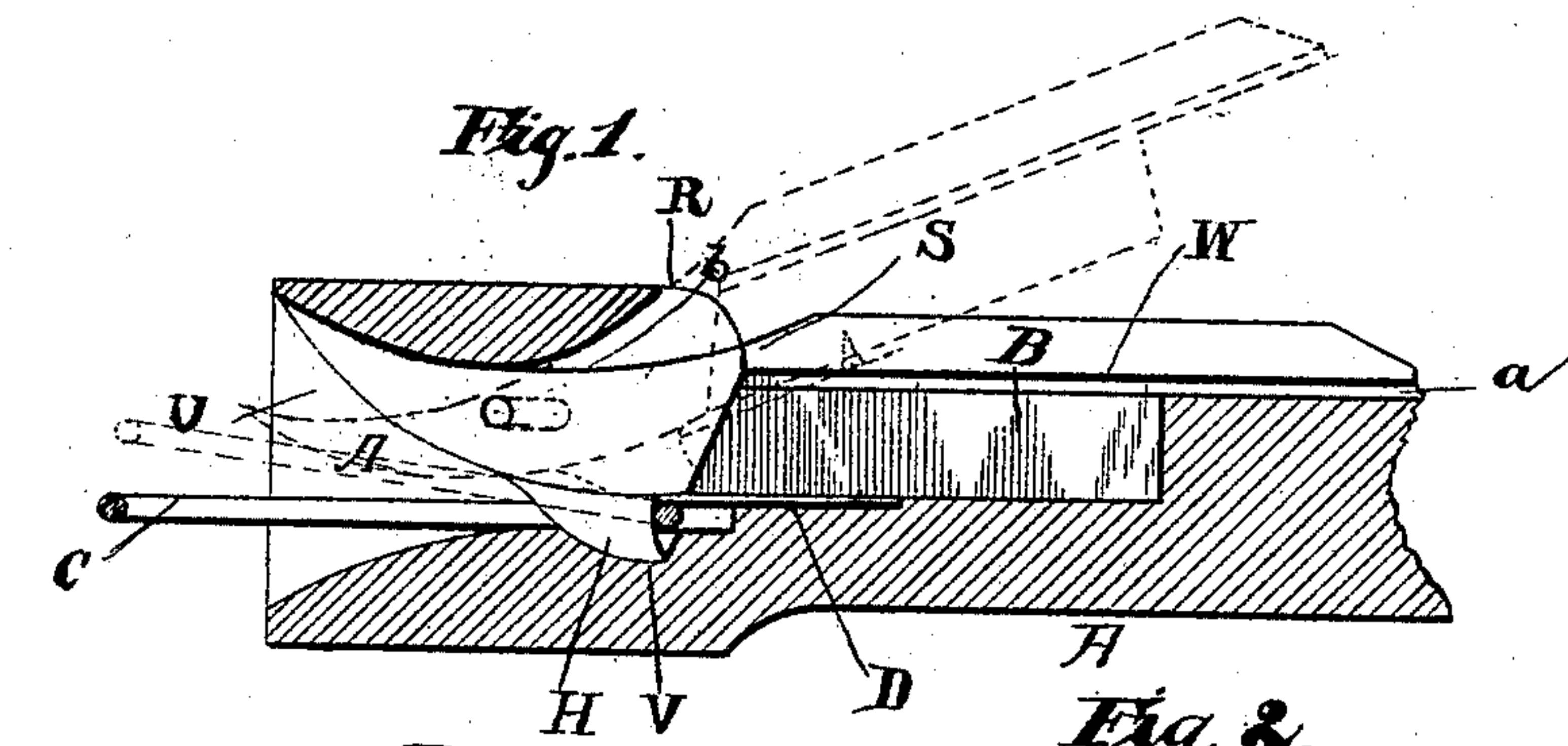
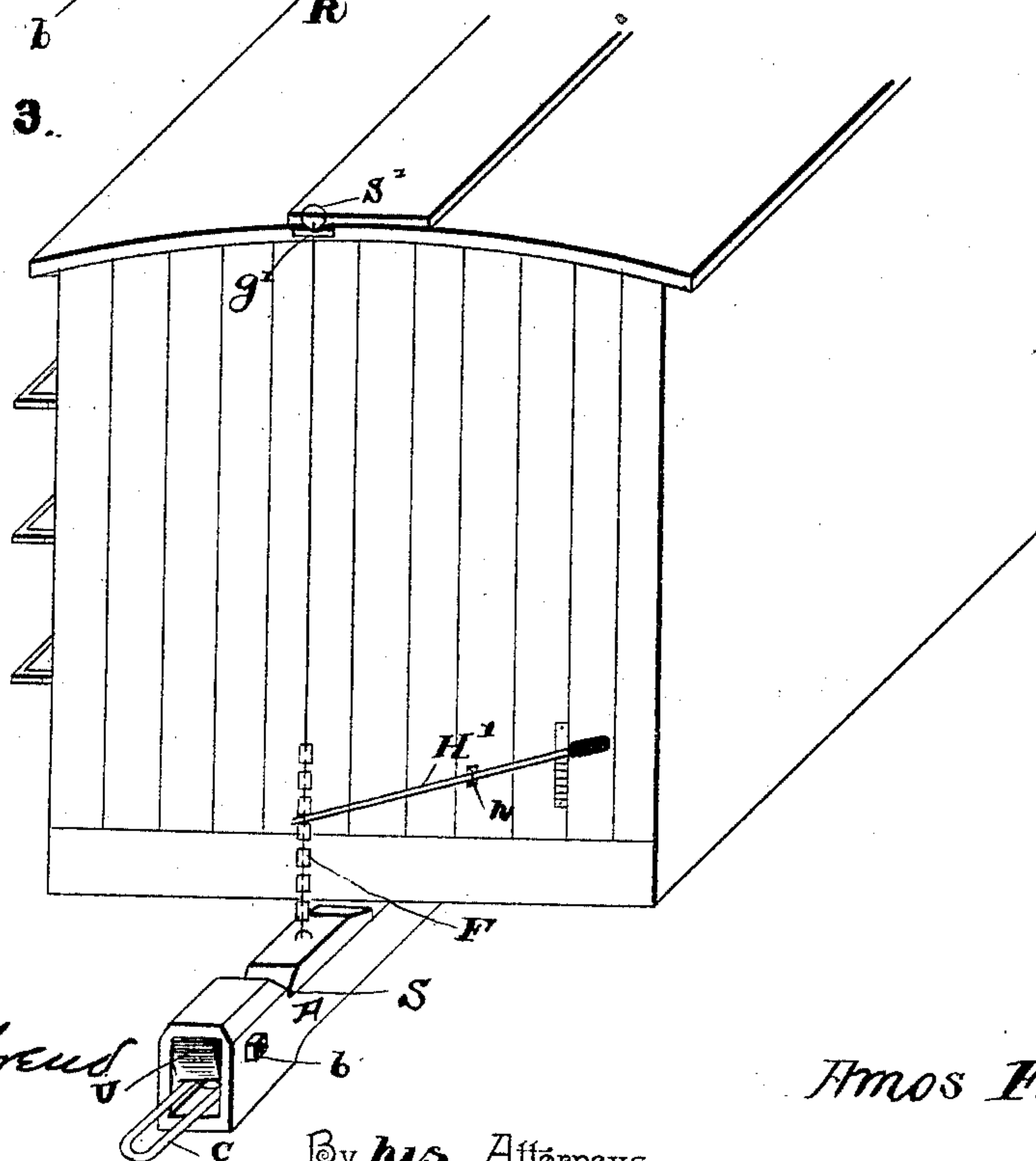


Fig. 3.



Witnesses

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By his Attorneys,

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UNITED STATES PATENT OFFICE.

AMOS FISK, OF LAKE CRYSTAL, MINNESOTA, ASSIGNOR OF ONE-HALF
TO WILLIAM H. COLE, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 440,588, dated November 11, 1890.

Application filed August 11, 1890. Serial No. 361,682. (No model.)

To all whom it may concern:

Be it known that I, AMOS FISK, a citizen of the United States, residing at Lake Crystal, in the county of Blue Earth and State of Minnesota, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings, and more especially to that class known as "hook and link;" and the object of the same is to effect improvements upon car-couplings of this same general character heretofore existing.

To this end the invention consists of the specific details of construction hereinafter more fully described, and illustrated in the accompanying drawings, in which—

Figure 1 is a central longitudinal section of my improved draw-head, showing the link as engaged therein. Fig. 2 is a plan view. Fig. 3 is a perspective view of a freight-car provided with my improvement.

Referring to the said drawings, the draw-head A has a longitudinal slot *a* on top to receive the locking-dog B, which is mounted on a pivot *b* through the draw-head in front of said slot and which has lateral shoulders S abutting against the curved rear corners R of the draw-head, as shown in Fig. 3. In rear of such pivot a broad weighted block W is integrally connected with the dog B, which covers the slot *a* and prevents the access of water or dirt thereto. The forward end of the dog B turns upwardly, as at U, within the flaring mouth of the draw-head A, whereby a link C on entering the draw-head will be guided beneath the dog. Upon the lower side of the dog, about opposite the pivot *b*, is a hook H, adapted to pass downwardly into a cavity V in the bottom of the draw-head and to engage the link C, as shown in Fig. 1. When so engaged, a tension upon the link draws the shoulders S against the rear faces R, thereby relieving the strain upon the pivot-bolt *b*, the opening therefor in the sides of the draw-head being elongated, as shown in dotted lines in Fig. 1. On the under side of the dog, in rear of the hook H, is secured a spring D, whose free end stands adjacent said hook and rests normally upon the inner end of the link C, as shown in Fig. 1. By this means the link

is sustained in proper position and will be caused to enter a companion draw-head, as will be readily understood. To the inner end of the block is connected a chain F, which may lead through an eye *g'* at the top of the car whereby an operator can uncouple the cars from that point, and a lever H' may be pivoted, as at *h*, to the end of the car, one end being connected to the chain F and the other end extending to one side of the car, whereby the cars may be uncoupled from that point.

This car-coupling is very simple in construction, efficient in operation, and durable in use, and all longitudinal strain upon the pivot-bolt *b* is relieved by the shoulders S. The link may swing from side to side, as shown in Fig. 2, and may rise and fall, as shown in dotted lines in Fig. 1, but the weight of the weight-block W is sufficient to prevent its disengagement from the hook H.

What is claimed as new is—

1. In a car-coupling, the combination, with the dog B, having a downwardly-extending hook H near its front end and lateral shoulders S in rear of said hook, and the bolt *b*, passing through said dog above the hook, of the draw-head A, within which said dog fits loosely, said draw-head having a longitudinal slot *a* in its upper side, rearwardly-facing shoulders R at each side and opposite the forward end of said slot, adapted to engage said lateral shoulders, and longitudinal slots in its sides in which said bolt is pivoted, the whole operating substantially as described.

2. In a car-coupling, the combination, with the dog B, having a downwardly-extending hook H near its front end, a weight-block W at its rear end, and a spring D, connected to the lower face of said dog, with its free end standing adjacent said hook, of the draw-head A, within which said dog is pivoted at a point above said hook, said draw-head having a cavity V in its lower face, adapted to receive the tip of said hook, the whole operating substantially as described.

3. In a car-coupling, the combination, with the draw-head A, provided with a longitudinal slot *a* in its upper side and with a cavity V in its lower side forward of said slot, of the dog B, pivoted near its front end on a hori-

zontal bolt through said draw-head, a hook
H, projecting downwardly from said dog be-
neath its pivot into said cavity, and a weight-
block W, carried by the rear end of the dog
5 above said slot and of the same width as the
draw-head, the whole operating substantially
as and for the purpose hereinbefore set forth.

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

AMOS FISK.

Witnesses:

H. B. PERRIN,
E. G. CROSS.