

(No Model.)

A. A. MOSS.
CAR COUPLING.

No. 440,956.

Patented Nov. 18, 1890.

Fig. 4.

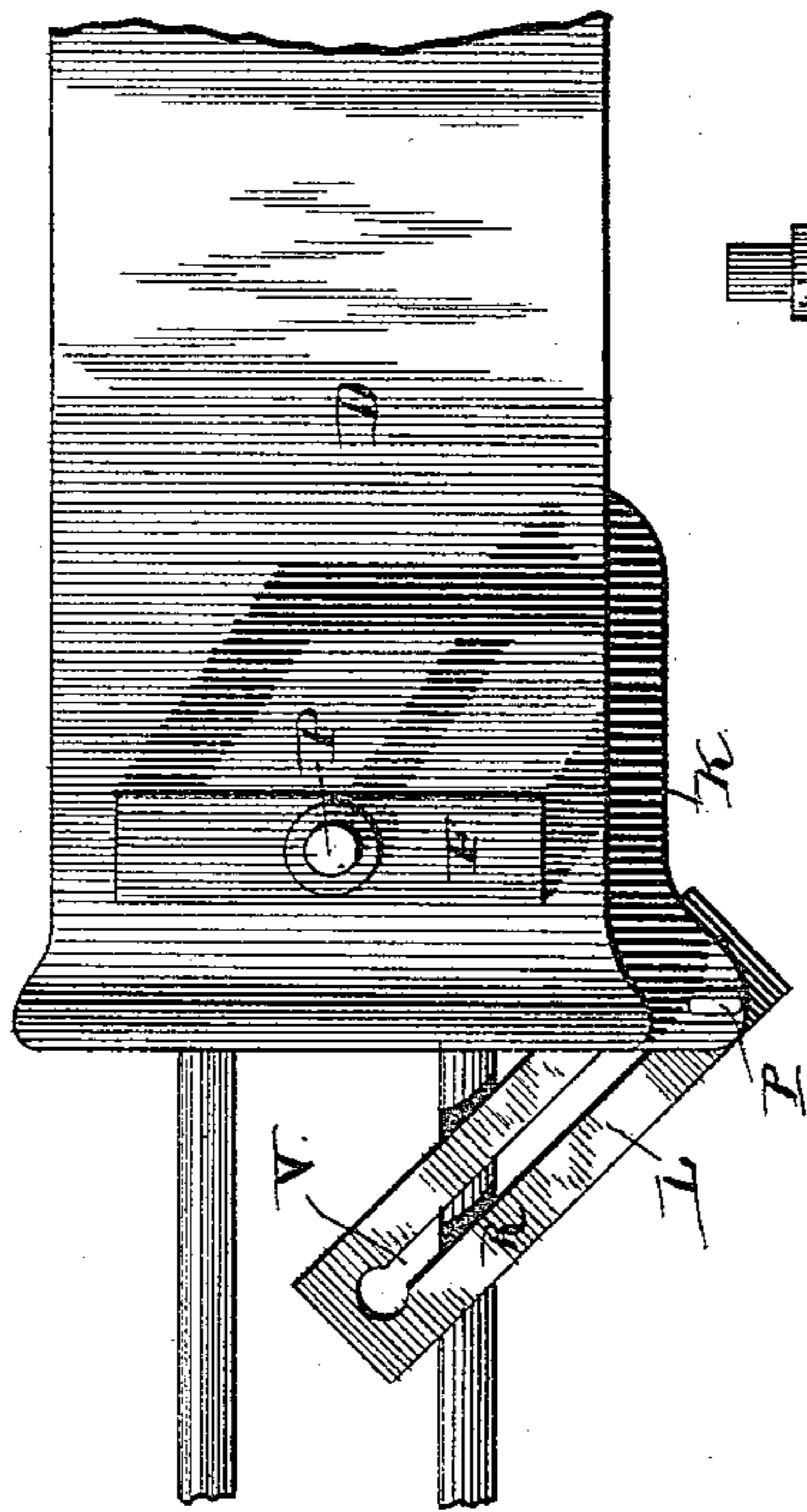


Fig. 3.

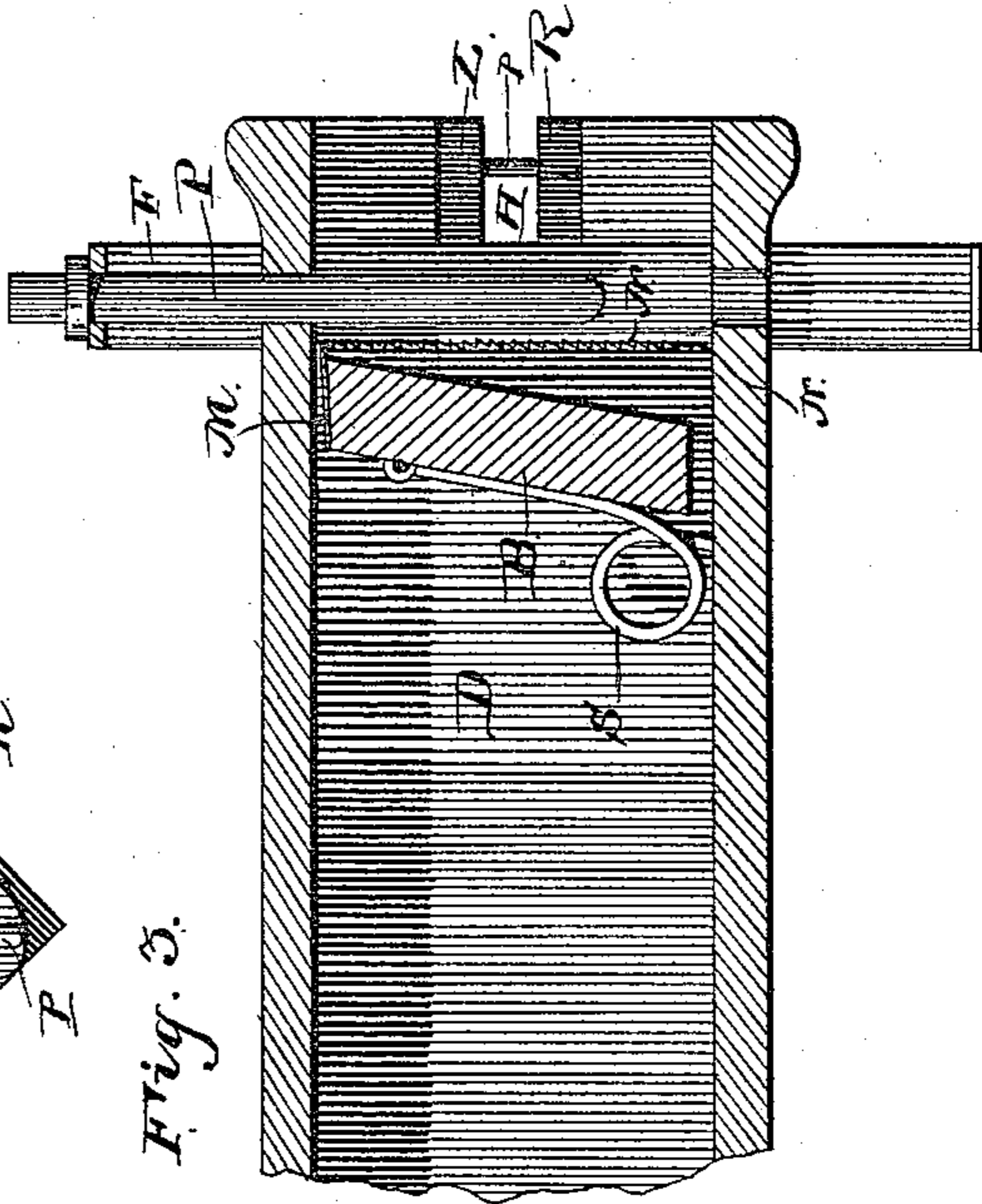


Fig. 1.

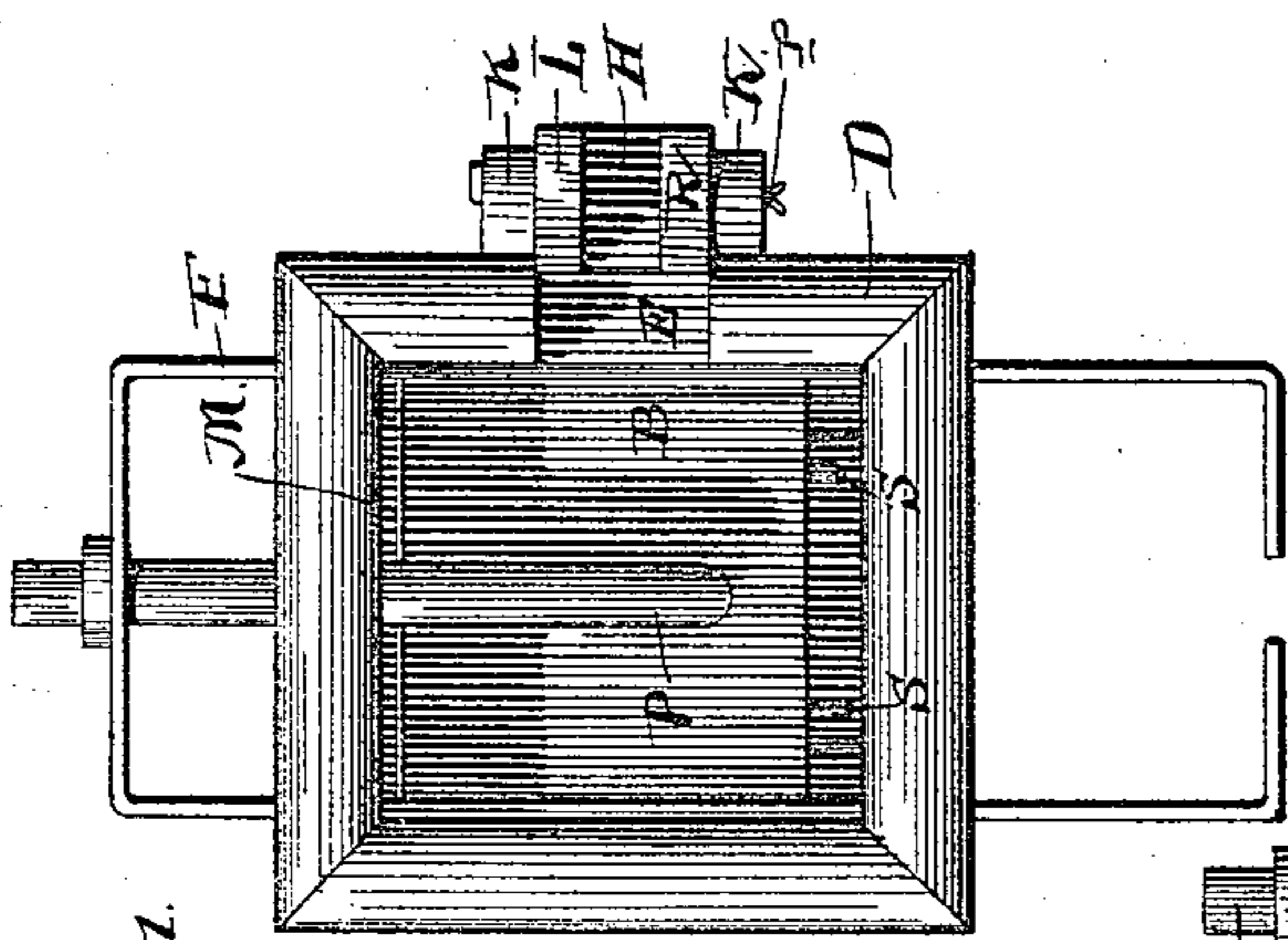
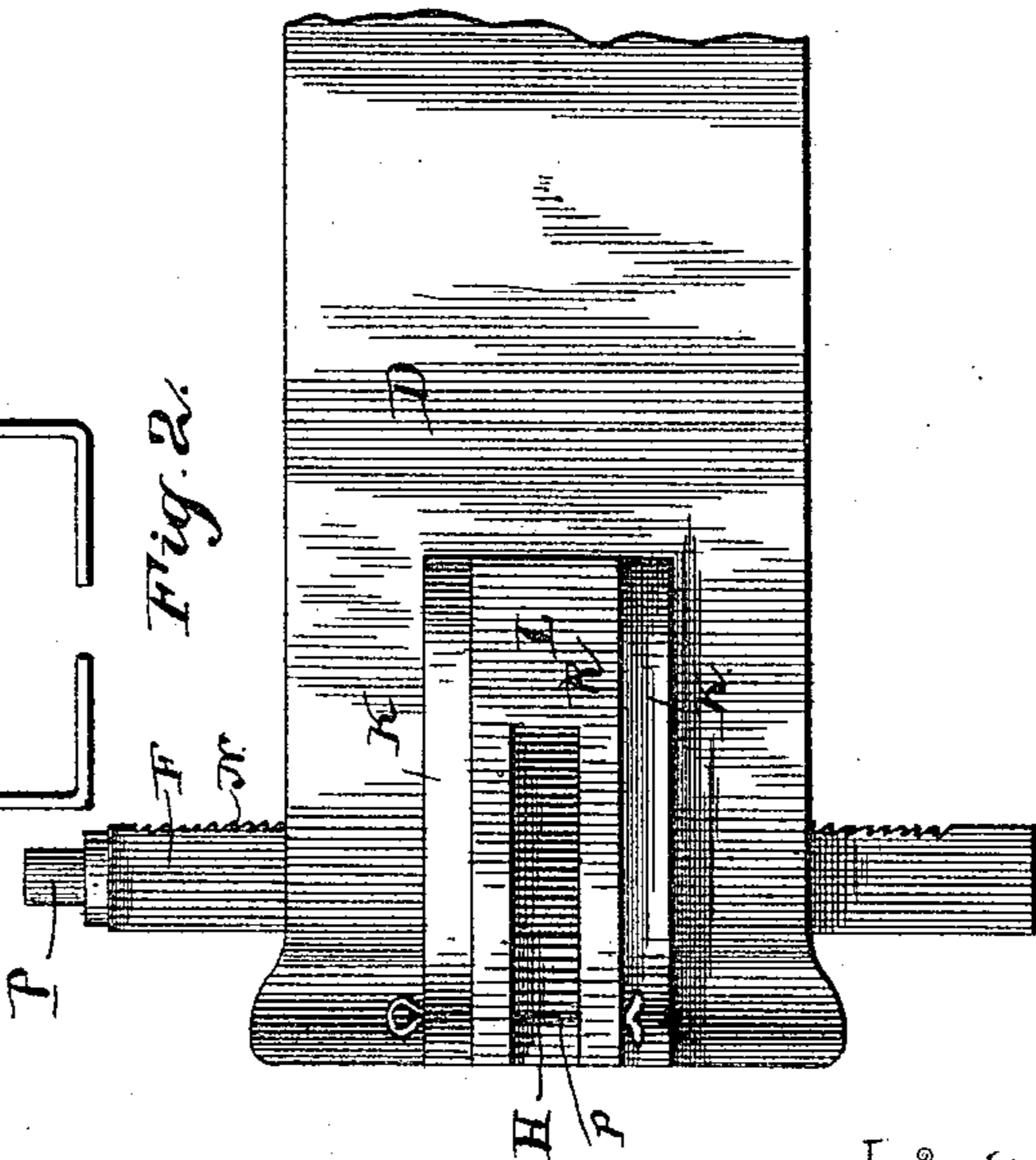


Fig. 2.



Witnesses

—Horace G. Seitz—

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By his Attorneys,

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Inventor

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UNITED STATES PATENT OFFICE.

ALBERT A. MOSS, OF TUNKHANNOCK, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 440,956, dated November 18, 1890.

Application filed July 5, 1890. Serial No. 357,846. (No model.)

To all whom it may concern:

Be it known that I ALBERT A. MOSS, a citizen of the United States, residing at Tunkhannock, in the county of Wyoming and State of Pennsylvania, have invented a new and useful Car-Coupler, of which the following is a specification.

This invention relates to car-couplings, and more particularly to that class thereof known as "gravity" pin-supports; and the object of the invention is to effect improvements upon devices of this same general character heretofore existing.

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

Figure 1 is a front elevation of the draw-head embodying my improvements. Fig. 2 is an elevation of the left side thereof. Fig. 3 is a central vertical longitudinal section. Fig. 4 is a plan view showing the manner in which the link may be supported.

Referring to the said drawings, the letter D designates the draw-head, through which passes a coupling-pin P, that is mounted in a rectangular frame-work F, that slides vertically through holes in the upper and lower sides of the draw-head, as shown.

B is a block within the draw-head, pressed normally forward by a spring S, preferably of the construction shown, and M is a metallic plate secured to and projecting slightly forward of the upper edge of this block. The rear edges of the frame F are provided with notches N, as shown, and the metallic plate M engages these notches when the frame is elevated to hold the same in that position and to sustain the coupling-pin P. It will be understood that the sides of the frame F slide against the inner faces of the sides of the draw-head, and that the block B fits within the latter, so that the plate M will be of sufficient length to engage the notches N of both sides of the frame. When the link approaches, it strikes the block B and drives it slightly to the rear, thereby disengaging the plate M from the notches N and allowing the frame-work F, and with it the coupling-pin P, to fall, the latter passing through the link, as will be readily understood by any car-coup-

ling expert. By this construction I avoid the wear upon the lower end of the pin, which necessarily occurs when the pin slips off the block—a construction quite common in car-couplings and necessitating the occasional insertion of a new pin to replace one that has become too short or too weak.

Upon one side of the draw-head is a pair of brackets K, between which is mounted a link-support L, consisting of a rectangular block R, having a vertical slot V throughout its length, terminating near each end thereof, and provided with a horizontal slot H, opening out of one end thereof. A split pin *p* passes through the two brackets and through the vertical slot V in the block R, whereby the latter may slide longitudinally upon the pin as well as turn about the same. To permit the turning action, the side of the draw-head between the brackets K is provided with a recess E. In Fig. 4 is illustrated the manner in which this improved link-support is used. The link having been locked upon the pin P, the block R is brought forward upon its pin *p* and its slotted end H turned inwardly astride the link, the latter being thereby held distended in a horizontal position. When the link enters the draw-head of another car and is driven to the rear, the block R turns upon its pivot or slides to the rear thereon, the vertical slot V permitting this sliding motion and the notch or recess E permitting the turning motion. The block may at any time be disengaged from the link by drawing it laterally outward from the draw-head and turning it to the rear alongside thereof, as shown in Fig. 2, which position it normally occupies.

What I claim is—

1. In a car-coupling, the combination, with the draw-head, the rectangular frame-work whose flat side bars move vertically through the top and bottom and against the inner faces of the sides thereof and are provided with notches in their rear edges, and the coupling-pin carried by said frame-work, of a spring-actuated block within the draw-head out of contact with said pin, and a plate projecting forwardly from said block and engaging the notches in the rear edges of said side bars, substantially as and for the purpose described.

2. In a car-coupling, the combination, with the draw-head having a recess at one side, and the brackets secured to the outer face of the draw-head above and below said recess,
5 of the rectangular block having a longitudinal vertical slot terminating near each end, a split pin passing through said brackets and slot, and a longitudinal horizontal slot in said block opening at one end thereof and adapted

to receive the link, substantially as and for the purpose hereinbefore described.

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

A. A. MOSS.

Witnesses:

B. B. STONE,

T. H. RYAN.