

(No Model.)

C. H. TAYLOR.
CAR COUPLING.

No. 547,462.

Patented Oct. 8, 1895.

Fig. 1,

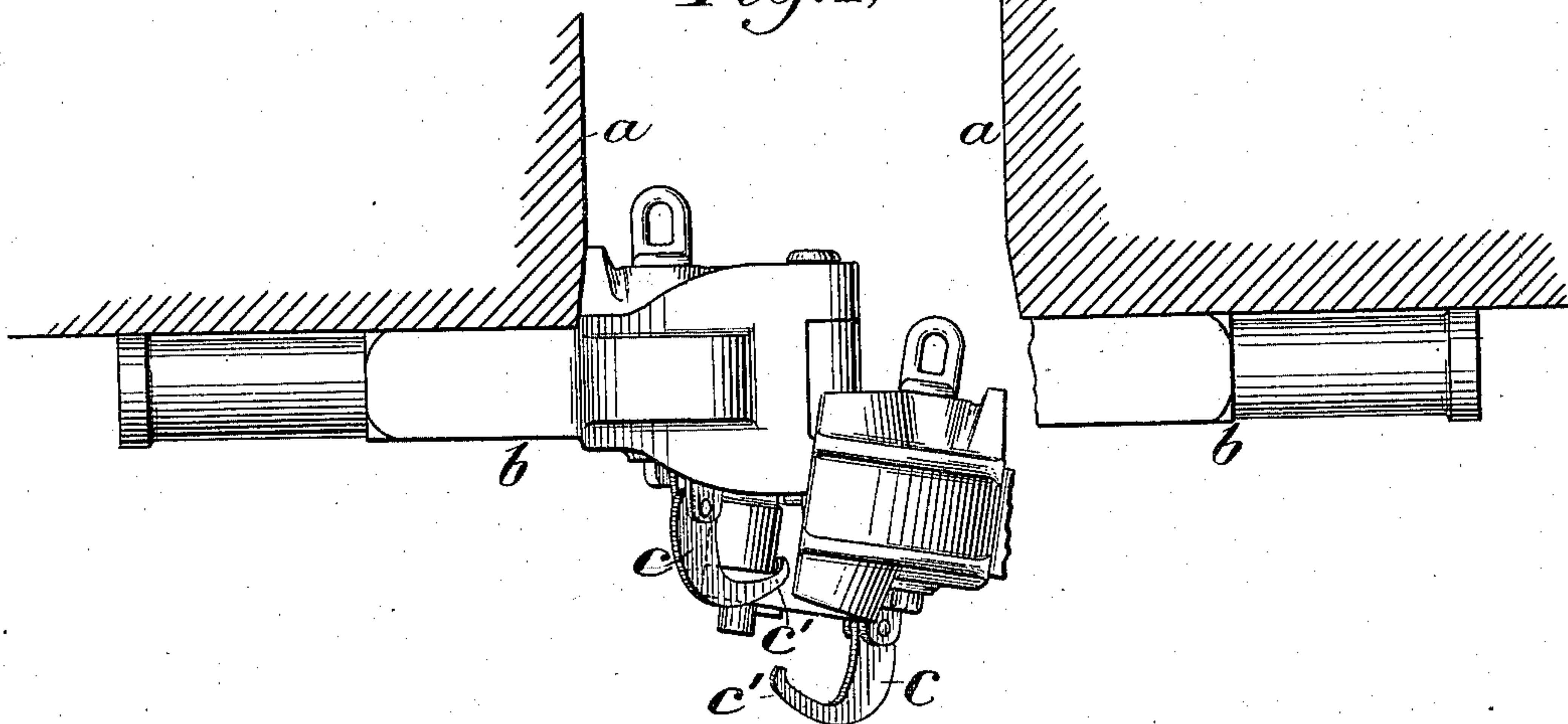


Fig. 2,

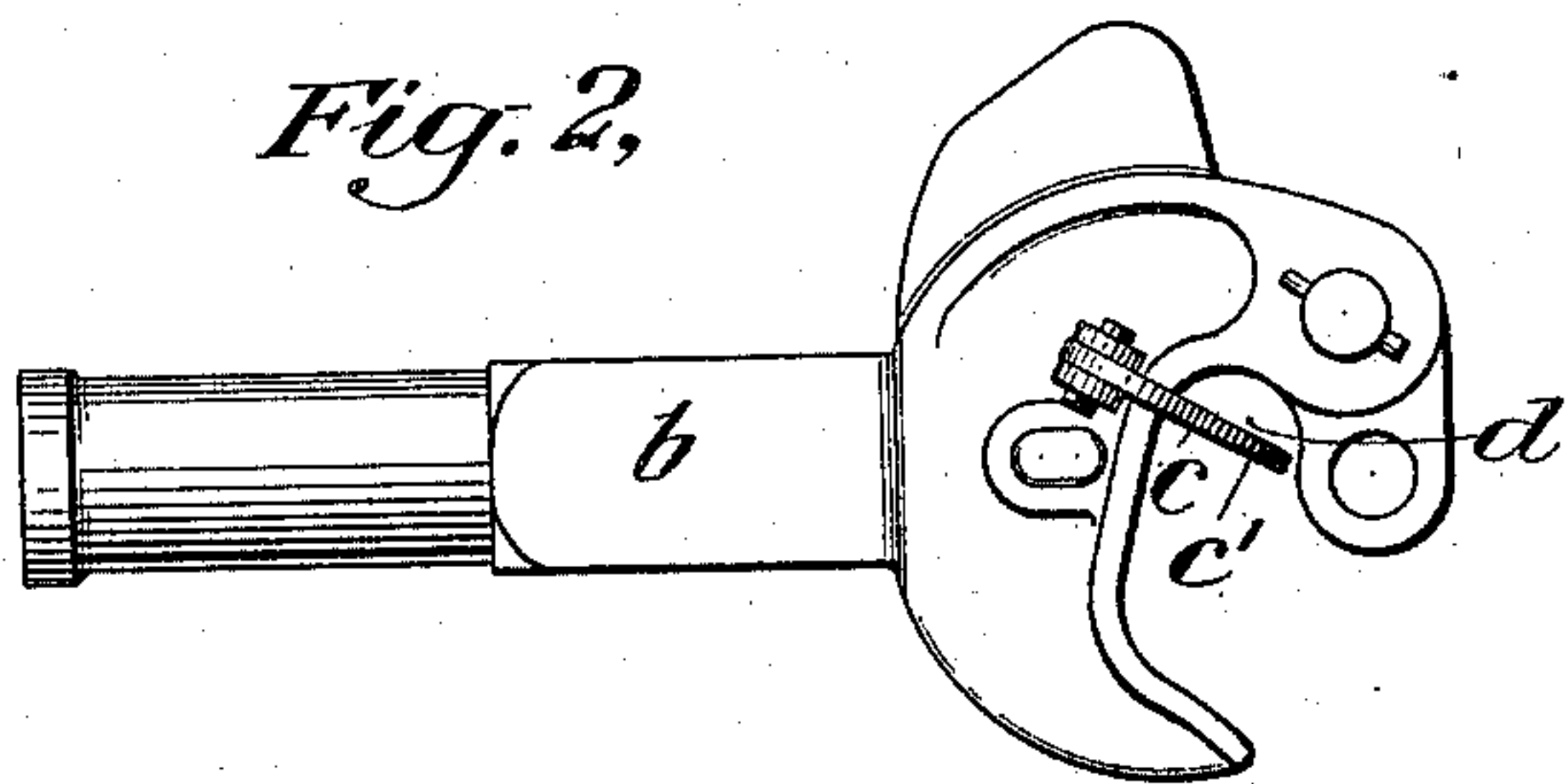


Fig. 3,

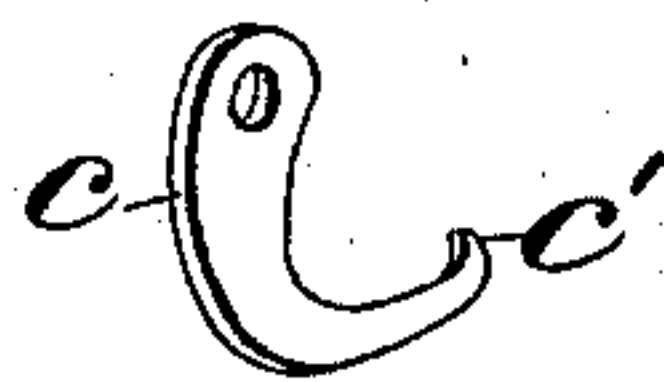


Fig. 4,

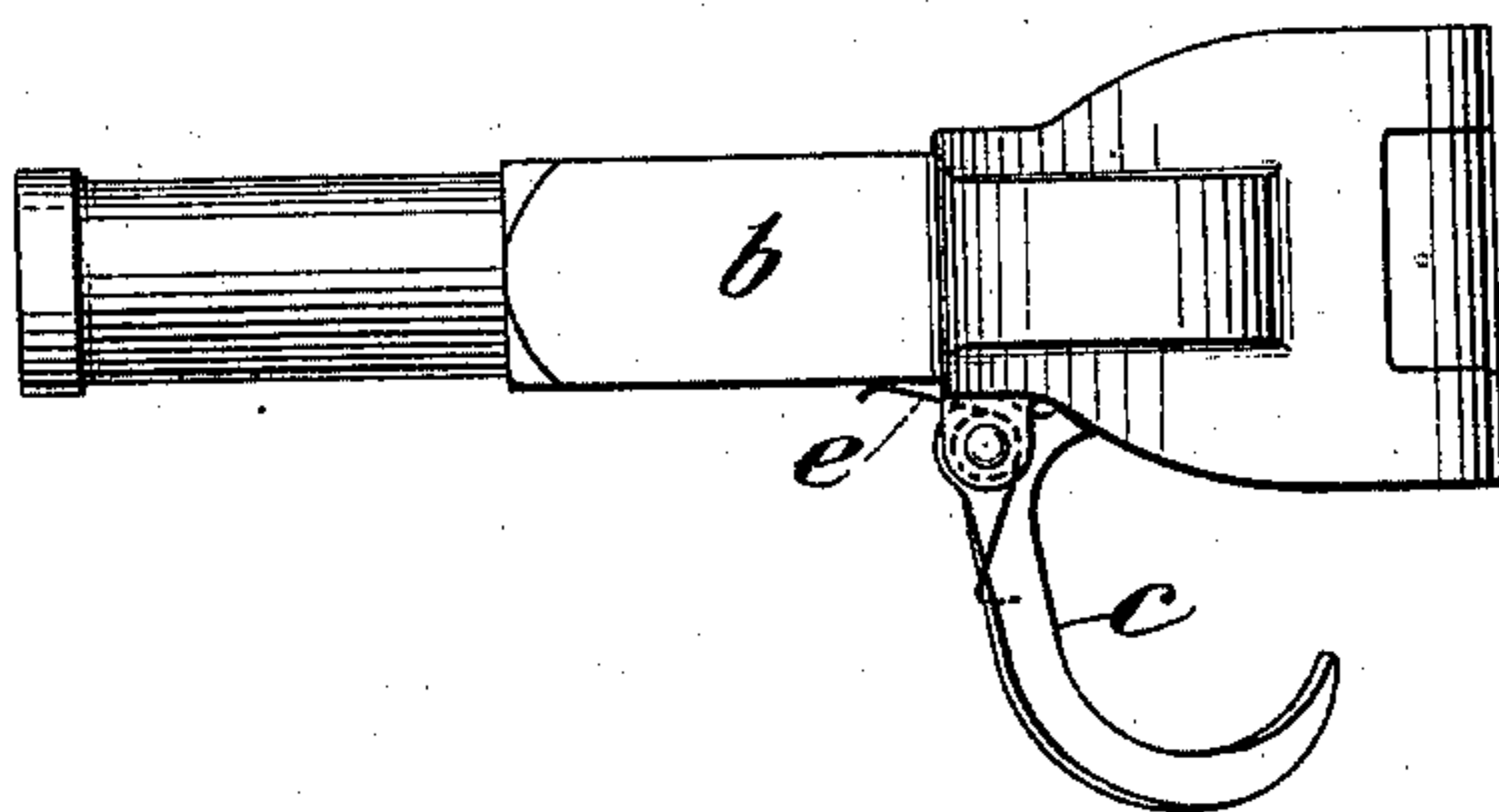
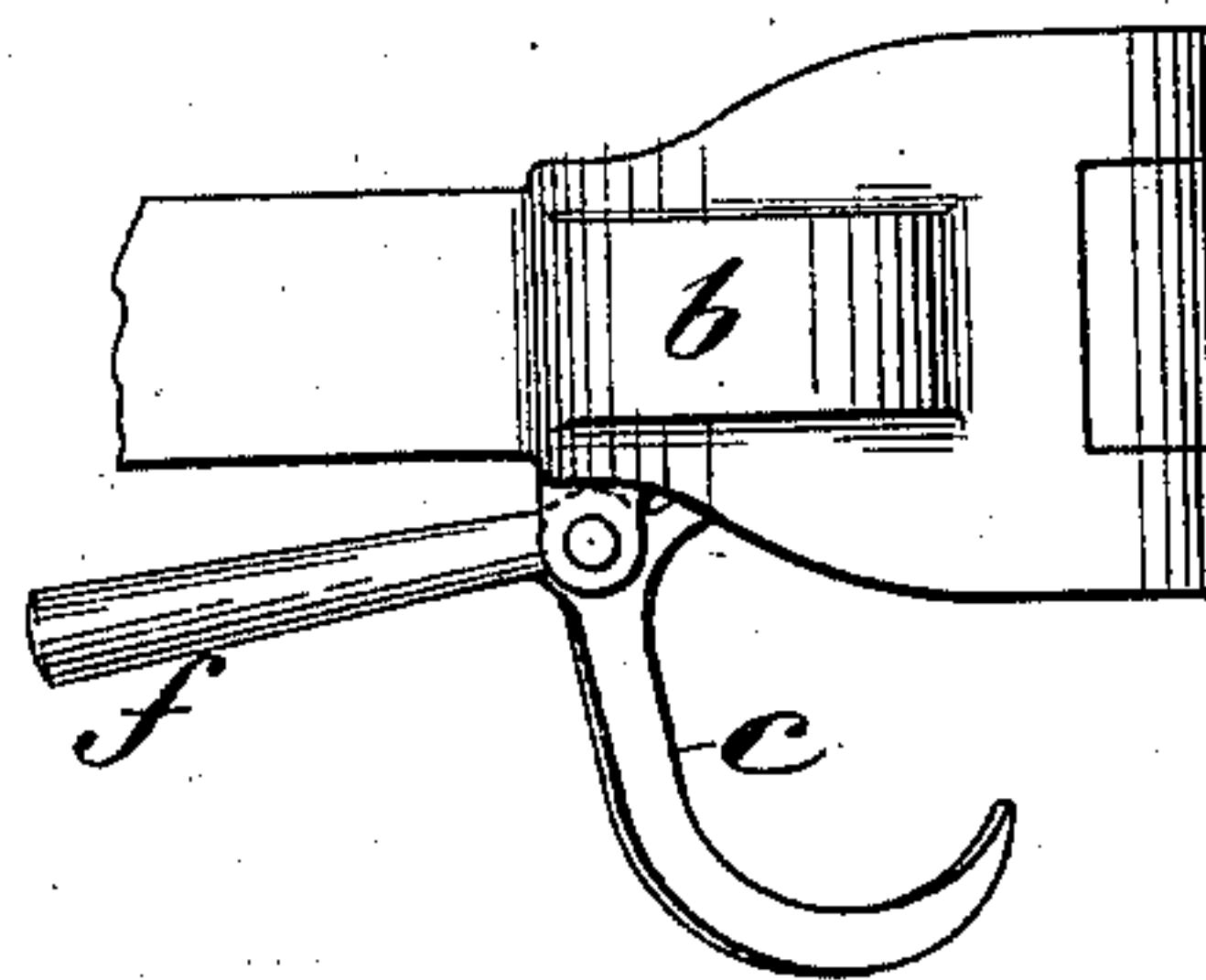


Fig. 5.



Witnesses:-

B. H. Mayhew
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Inventor:-

Chas. H. Taylor
by Chas. F. Dams
his atty.

UNITED STATES PATENT OFFICE.

CHARLES H. TAYLOR, OF SOUTH ORANGE, NEW JERSEY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 547,462, dated October 8, 1895.

Application filed December 29, 1893. Serial No. 495,043. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. TAYLOR, a citizen of the United States, and a resident of South Orange, Essex county, State of New Jersey, have invented new and useful Improvements in Car-Couplings, of which the following description, taken in connection with the drawings herewith accompanying, is a specification.

My invention relates more particularly to car-couplings of the vertical-plane type, and has for its object to prevent any liability of either of two connecting-couplers from falling upon the track or road-bed in case of their accidental disconnection by breakage or otherwise from the car, and thus obviate the liability which would otherwise be incurred on the happening of such event of derailing the cars. This object I secure by means of the construction and arrangement of parts hereinafter described in detail, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a portion of two cars with car-couplings embodying my invention, showing the head of one of the couplers broken from its supporting-shank and held from falling by my improved engaging device on the connecting-coupler. Fig. 2 shows a bottom view of one of the couplings; Fig. 3, a side view of my improved hook-engaging device detached from the coupling; Figs. 4 and 5, side views of a coupling with my improved device thereon in modified forms, as will hereinafter be described in detail.

To explain in detail, *a* represents a portion of a car body or frame, and *b* a car-coupling of the ordinary vertical-plane type.

According to my invention I have provided the draw-head with a hook or catch *c*, which is secured thereto on the under side, with its engaging end or arm *c'* projecting into a position across the opening or space represented at *d* between the knuckle and the draw-head, as more clearly shown in Fig. 2, in order to catch or engage with the hook or knuckle of an engaging-coupler in case of the breakage or withdrawal of the latter from its support and hold the same, as shown in Fig. 1, to pre-

vent its dropping upon the track. The engaging end of this hook or catch which projects forward or toward the front end of the coupler, as shown, is located some distance below the under side of the draw-head in order to allow for the proper connection with the coupler on which it is carried of those couplers which are supported at different heights from the ground without striking or otherwise interfering with the same to prevent connection. The hook or catch *c* is hinged or pivoted to the under side of the draw-head in order that it may be movable in case it is struck by a low-hung coupler or other projecting part on another car with which it might come in contact and thus obviate any liability of breakage or other damage to the same.

In order to insure the return of the hook or catch to its normal position in case it is moved backward by being jolted, struck, or otherwise moved, and the movably holding of the same in such position, I sometimes employ a spring, as shown at *e* in Fig. 4, or a weighted arm or extension *f*, as shown in Fig. 5, which operates upon the hook or catch to secure such desired result in a manner as will be readily understood.

Having thus set forth my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A car-coupling of the vertical plane type, provided with the hook-shape catch *c* pivotally secured on its under side with its free end extending in a rearwardly movable position in line with the opening or space between the knuckle and draw-head, substantially as described and for the purpose set forth.

2. A car-coupling of the vertical plane type, provided with a movable hook or catch on its under side extending into a position in line with the opening or space between the knuckle and draw-head, and means for movably holding said hook or catch in its normal position, substantially as described and for the purpose set forth.

CHAS. H. TAYLOR.

Witnesses:

A. L. HAYES,
CHAS. F. DANES.