

CAR COUPLING.

983,847.

Patented Feb. 7, 1911.

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Inventor  
Lorain M. Stought  
E. W. Anderson & Son  
his Attorneys



# UNITED STATES PATENT OFFICE.

LORAIN M. STOUGHT, OF CROOKSVILLE, OHIO.

## CAR-COUPLING.

983,847.

Specification of Letters Patent.

Patented Feb. 7, 1911.

Application filed July 9, 1910. Serial No. 571,240.

*To all whom it may concern:*

Be it known that I, LORAIN M. STOUGHT, a citizen of the United States, resident of Crooksville, in the county of Perry and State of Ohio, have made a certain new and useful Invention in Car-Couplings; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a longitudinal central vertical section of the bodies of mining or coal cars, partly broken away, and showing the invention in side view and partly in section, as applied thereto. Fig. 2 is a plan view of the adjacent end portions of two mining cars, partly broken away, and showing my coupling as applied thereto, the carrier bars upon the cars being partly broken away. Fig. 3 is a central vertical section of the same. Fig. 4 is a similar view with the link shown as raised automatically in coupling. Fig. 5 is a central longitudinal section, showing the link held in raised position.

The invention has relation to car couplings, particularly designed for use with mine cars, and it consists in the novel construction and combinations of parts as hereinafter set forth.

In the accompanying drawings, illustrating the invention, the letter *a*, designates a mine car having a floor extension *a'*, at each end.

*b*, is a flat metallic bar extending longitudinally of the car body upon the floor or bottom thereof and fastened to said floor by means of bolts *c*, *c*, said bar extending through the end walls of the car upon the end extensions thereof and terminating at one end in an inward and upward projecting hook *d*, and at its opposite end in an outer upward projecting transverse perforated bearing portion *e*, both said hook and said bearing portion being preferably formed integral with the carrier bar *b*. The rear transverse bar *f'*, of the link *f*, has pivotal engagement with said bearing portion *e*, of the carrier bar, said transverse bar having a central rearwardly extending lug or projection *g*, which when the link is raised to disengage it from the hook of the opposing

coupling member will enter an inner vertical slot *h*, of the carrier bar located immediately thereunder until it attains the proper raised position, when said lug will have stop engagement with the outer end wall *h'*, of said slot to prevent any further movement of the link. The lug or projection works in a notch or opening *k*, in the rear wall of the bearing portion *e*, and when the link falls after the cars are uncoupled this lug *g*, will have stop engagement with the top wall *k'*, of said notch to limit its downward movement once the link has assumed its proper horizontal position. For the purpose of holding the link in raised position when it is not intended that the opposing cars shall be coupled I provide beneath the link a lever *l*, having crank arms *l'*, *l'*, pivotally engaging at their free ends with eye bolts *m*, *m*, fastened to the end extension of the car floor. When this lever is raised by means of its handle extension *m'*, the crank arms will turn on their pivotal connections to raise the link until said arms assume an approximately vertical position, where they will remain with the link held raised until the handle extension is operated to turn said crank arms downward.

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

A car coupling, consisting of a horizontal carrier bar having an inner vertical slot, and an outer upward projecting transverse perforated bearing portion provided with a notch in its rear wall adjacent to and above said slot and having a top stop wall, a pivotal link having engagement with said bearing portion of said bar and provided with a rearward projecting lug engaging said notch and having a bearing against said top stop wall to limit its downward movement, said lug when the link is thrown upward engaging said slot and having a bearing against the outer end wall thereof to limit the upward movement of the link, and a rearward and upward projecting hook upon the opposing car for coupling engagement with said link.

In testimony whereof I affix my signature, in presence of two witnesses.

LORAIN M. STOUGHT.

Witnesses:

ANDREW GILLSON,  
THOMAS WILLIAMS.