

(No Model.)

W. H. HEAVERIN.

CAR COUPLING.

No. 266,472.

Patented Oct. 24, 1882.

Fig. 1.

Fig. 2.

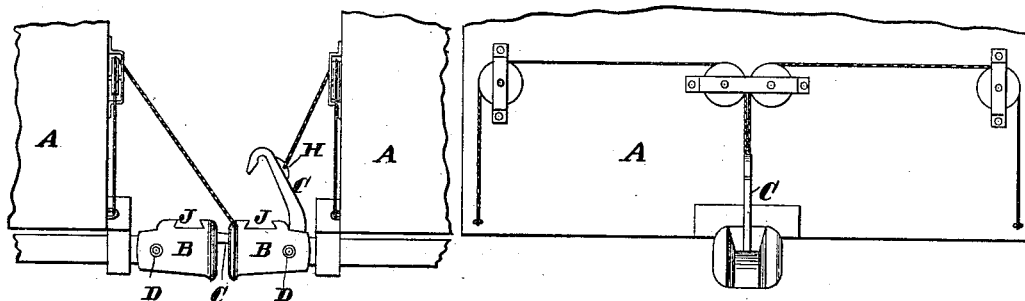


Fig. 3.

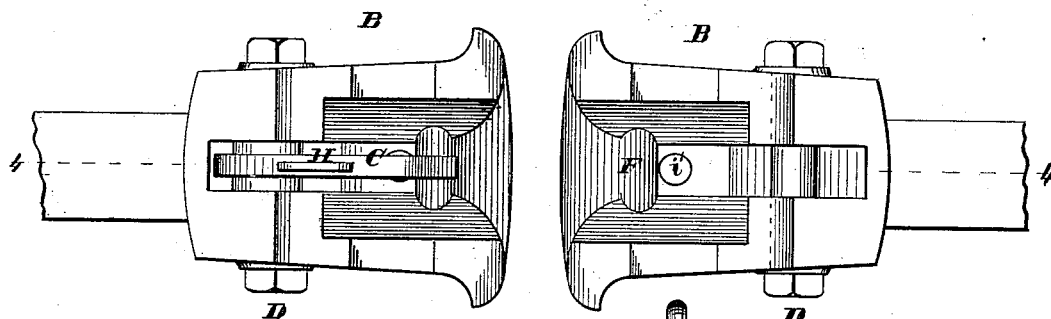


Fig. 5.

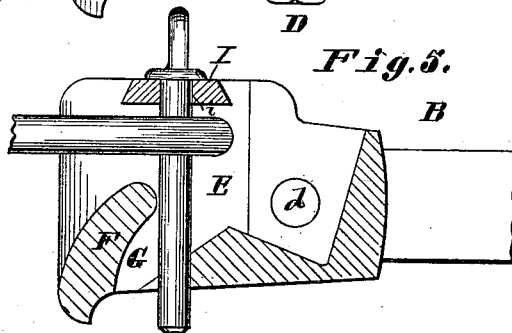
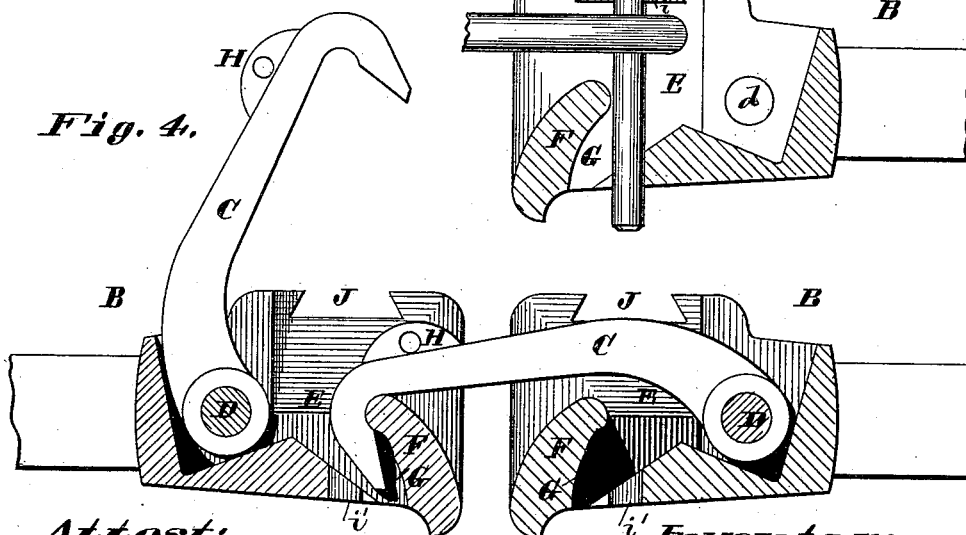


Fig. 4.



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UNITED STATES PATENT OFFICE.

WILLIAM H. HEAVERIN, OF ST. LOUIS, MISSOURI, ASSIGNOR OF ONE-HALF
TO WILLIAM H. CALVERT, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 266,472, dated October 24, 1882.

Application filed July 31, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. HEAVERIN, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a side elevation; Fig. 2, a front view; Fig. 3, an enlarged top view of two heads; Fig. 4, an enlarged vertical section; and Fig. 5 is an enlarged vertical section of one of the draw-heads, illustrating the manner in which a common coupling link and pin can be used.

My invention relates to a car-coupling wherein a hook is employed on each draw-head to engage the other head; and my invention consists in the peculiar construction of the draw-heads, which are duplicates.

A A represent parts of two car-bodies, and B B the draw-heads. Each draw-head has pivoted to it a hook, C, by means of bolts D in holes *d*, and they are constructed with open tops and hollow centers, E, which form a web, F, on the lower portion of each draw-head, near the mouth, over which the hook of the opposite draw-head engages. (See Fig. 4.)

The webs F have concave inner faces, G, and the hooks are somewhat bowed in their shanks, so that there is no point of bearing between the pivot-pin of either of the hooks and its point of bearing on the other draw-head, and as the lower end of the hook does not bear against the inner concave surface of the web F it will be seen that when one draw-head is depressed and the other not (as when one car only is

loaded) the hook will not be disengaged from the other draw-head, but the point of bearing will always be, under all such circumstances, at the turn of the hook, as shown in Fig. 4, where it is the strongest, and no undue leverage or strain by the point of bearing approaching the end of the hook occurs.

The hooks may be raised when uncoupling or when either one is not in use by any suitable means. I have shown them with feathers H on their forward ends, to which cords are attached that pass over pulleys secured to the ends of the car.

Common links and pins may be used by inserting block I in dovetail grooves J in the heads, the blocks having openings *i* and the heads openings *i'* to receive the pins.

The lower part of the mouth of the draw-heads and the sides have the usual inclined faces, as shown, up the former of which the inclined forward end of the hook travels in coupling.

I claim—

1. A draw-head formed with hollow center E, rearwardly-inclined cross-web F, having concave inner face, G, and transverse bolt-hole in the rear of the hollow center, as set forth.

2. A draw-head formed with hollow center E, inclined cross-web F, having concave G, transverse bolt-hole *d*, dovetail horizontal groove J, pin-hole *i'*, and dovetail block I, having pin-hole *i*, the whole being adapted for the use of either coupling pins or hooks, as set forth.

WILLIAM H. HEAVERIN.

Witnesses:

WILLIAM H. CALVERT,
GEO. H. KNIGHT.