

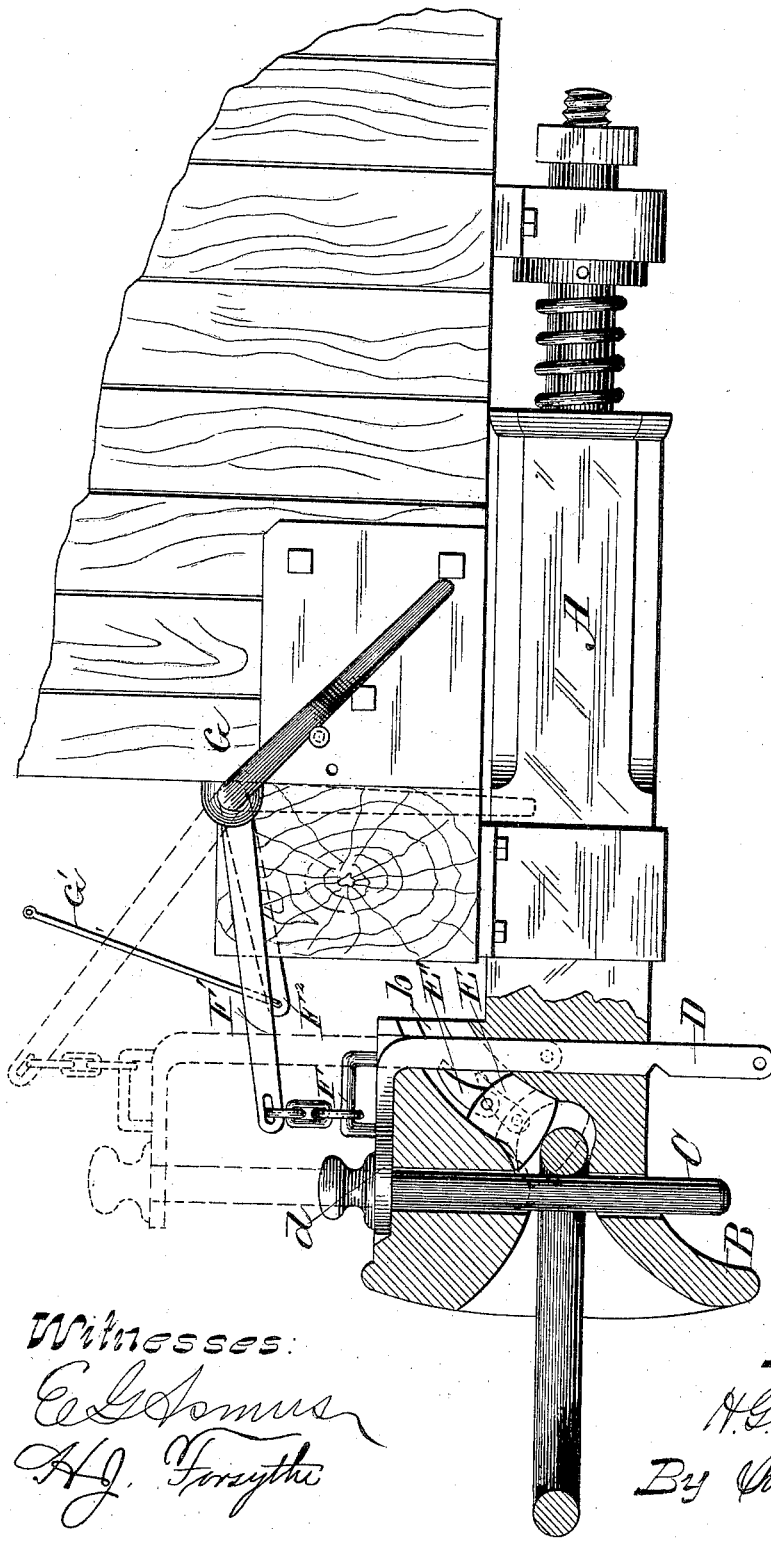
(No Model.)

H. G. H. REED.

CAR COUPLING.

No. 301,275.

Patented July 1, 1884.



Witnesses:

E. G. Somers  
H. J. Forsythe

Inventor:

H. G. H. Reed

By *Wm. H. Wood*

Attorneys.

# UNITED STATES PATENT OFFICE.

HORATIO G. H. REED, OF MILWAUKEE, WISCONSIN.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 301,275, dated July 1, 1884.

Application filed April 11, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, HORATIO G. H. REED, of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to the coupling of railroad-cars, and will be fully described hereinafter.

The drawing is a side view of a coupling embodying my invention, with part of the draw-head broken away to display its interior.

A is the draw-bar; B, the draw-head; C, the coupling-pin, and D a lifting-standard that slides vertically in the rear of the draw-head. This standard D has a horizontal arm on its upper end, that extends forward over the pin-hole, and has an opening down through it, that coincides with the pin-hole.

E is a block that is slipped into an inclined opening, *b*, that extends down into the throat of the draw-head from its rear upper edge, and to the rear of this block a pawl, *E'*, is pivoted in such a position that its point or free end will always lie up against the standard D. The front portion of the upper edge of block E is slightly concaved in front, to form a seat for the end of the pin and support it in position for automatic coupling; and the mouth of the draw-head is sufficiently contracted just in front of the pin-hole to prevent the block E from falling out.

F is a bail that is attached to or forms part of the standard, and to this bail is linked the arm *F'* of a rock-shaft, G, that extends across the front end of the car, while another arm, *F''*, of this rock-shaft is connected by a rod, *G'*, with the top of the car.

The operation of my improved coupling is as follows: When the pin is raised directly by hand, the block E falls underneath it and supports it until the link of an opposing car enters and knocks the block back out of the way; but when the uncoupling is done by turning the rock-shaft G either from the side or top of the car, so as to lift the standard, and with it the pin, then the point or free end of the pawl *E'* drops into the notch *d'* in the edge of the standard and holds it up, so that the link can be withdrawn; but until the link is withdrawn it will hold the block up and keep the point of the pawl in the notch in the standard, and the head will remain uncoupled.

The lower end of the standard may be provided with a suitable stop to prevent its entire withdrawal from the draw-head, and any suitable catch or lock may be provided for holding the rock-shaft when adjusted.

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

1. In a car-coupling, a pin-supporting block adapted to slide in inclined ways in the draw-head, and having a rearwardly-projecting pawl, in combination with a vertically-sliding and notched standard, through which the coupling-pin passes, as described.

2. The combination of the block E and standard D with the coupling-pin and rock-shaft, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand at Milwaukee, in the county of Milwaukee and State of Wisconsin, in the presence of two witnesses.

HORATIO G. H. REED.

Witnesses:

STANLEY S. STOUT,  
H. G. UNDERWOOD.