(No Model.)

JAMES McCOMB, W. L. HOOK, JOHN McCOMB & R. GILLESPIE.

CAR COUPLING.

No. 455,237. Patented June 30, 1891.

Fig. 1.

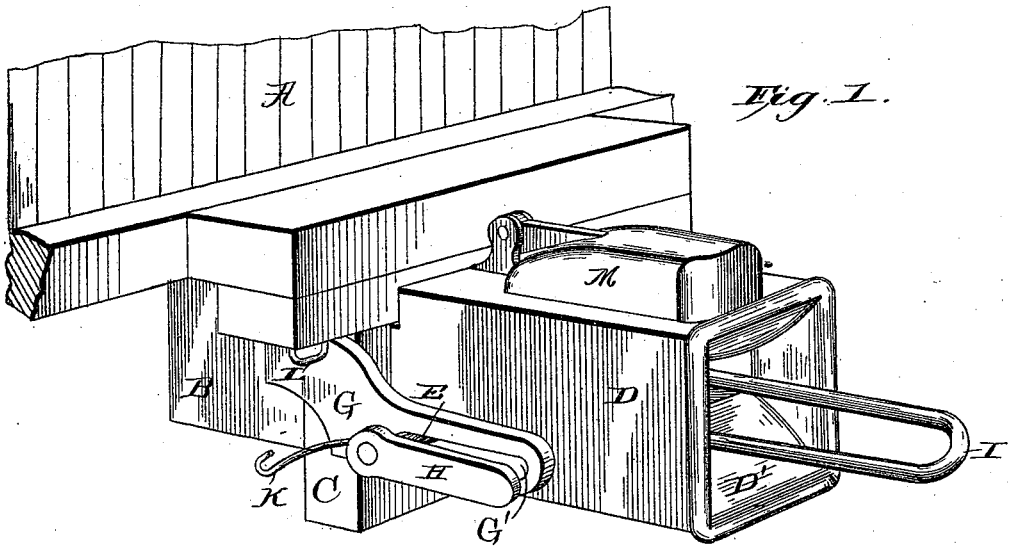


Fig. 2.

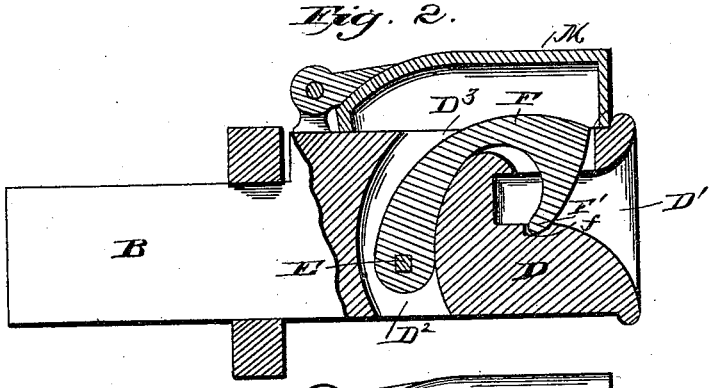
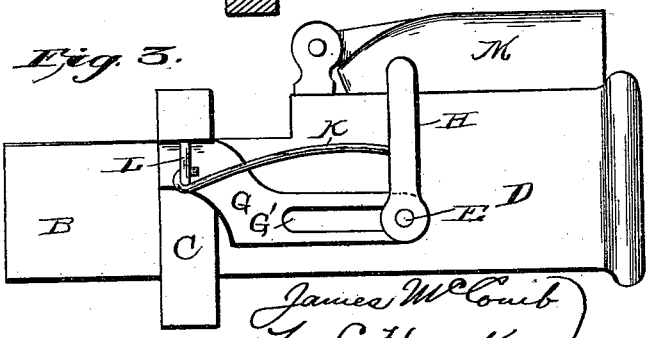


Fig. 3.



WITNESSES

A. J. Schwartz

A. E. Grant

James McComb
W. L. Hook
John McComb
Robt. Gillespie
} INVENTOR

By W. J. Fitzgerald & Co
Attorney

UNITED STATES PATENT OFFICE.

JAMES McCOMB, WILLIAM L. HOOK, JOHN McCOMB, AND ROBERT GILLESPIE, OF CORNING, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 455,237, dated June 30, 1891.

Application filed March 14, 1891. Serial No. 385,123. (No model.)

To all whom it may concern:

Be it known that we, JAMES MCCOMB, WILLIAM L. HOOK, JOHN MCCOMB, and ROBERT GILLESPIE, all citizens of the United States, residing at Corning, in the county of Perry and State of Ohio, have invented certain new and useful Improvements in Car-Couplers; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention consists in a new and improved car-coupler in which are combined simplicity and strength of construction with great convenience and effectiveness in use; and our invention will be hereinafter fully described and claimed.

Referring to the accompanying drawings, Figure 1 is a perspective view of our new and improved car-coupler. Fig. 2 is a central sectional view of the same, and Fig. 3 is a side elevation.

The same letters of reference indicate corresponding parts in all the figures.

Referring to the several parts by letter, A indicates the end of the car, which is shown provided with our new and improved coupler.

B indicates the draw-bar, the rear part of which slides and is supported in a bracket C at the end of the car. The draw-head D at the outer end of the draw-bar is formed with the usual opening D′ for the entrance of the end of the coupling-link, and has an opening D^2, formed back of this main opening, the top of the draw-head being formed with a slot D^3, which communicates with the upper ends of the said two openings. A rod E passes transversely through the inner end of the draw-head, and upon this rod is secured the lower end of the coupling-hook F. This hook is curved, as shown, so that when at rest its point F′ fits in a locking-recess *f*, formed in the bottom of the link-opening D′. The point of the hook is curved inward, its outer side being curved in the same manner.

To the end of the car on each side of the draw-head are secured the forwardly-projecting guide-brackets G G, the ends of the rod E passing through the longitudinal slots G′ of these brackets. The ends of the rod E extend out near the sides of the car and are there provided with the handles H H, by means of which the rod can be turned and the hook F raised in uncoupling cars without entering between the ends of the cars, thereby avoiding great danger to life and limb.

It will be seen from the foregoing that when two cars provided with our invention come together the end of the link I, held in one draw-head, will enter the opening D′ and on coming in contact with the inwardly-curved end of the hook point will slide under the point, raising the same, and when the link passes under the point the hook drops by its own weight, the cars being thus automatically coupled. To uncouple cars, it is only necessary to turn the rod E up by one of its end handles H, thereby raising the coupling-hook and allowing the link to slide out when the cars separate. The draw-bar is provided with the usual bumper-spring J. To the inner side of each handle H of the rod E are pivoted or hinged the forward ends of hooks K, the free rear ends of which can be engaged with staples L, arranged on the under side of the car end, thereby holding the coupling-hook F raised, so that the cars can be left together uncoupled when desired. When the cars are pushed together to couple them however, as the draw-head is pushed back the free ends of the hooks are pushed clear of and drop from the staples L, thereby leaving the coupling-hook free to fall to make the coupling.

The slot D^3 in the top of the draw-head is covered by a hood M, hinged at its rear end, as shown on the draw-head, this hood preventing the entrance of ice or snow into the draw-head through the top slot D^3 and protecting the hook from breakage or injury The slotted brackets G support the rod E and prevent its being bent or twisted.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a car-coupler, the combination of the draw-head, the forwardly-projecting brackets G, having the longitudinal slots G′, the transverse rod E, having the end handles and passing through the slotted brackets, and the coupling-hook F, mounted on said rod within the draw-head, substantially as set forth.

2. The combination, in a car coupler, of the sliding spring-actuated draw-head, the forwardly-projecting brackets G, having the longitudinal slots G′, the transverse rod having the end handles and passing through the slotted brackets, the coupling-hook secured on said rod, the supporting-hooks K, hinged to the handles H at their forward ends, and the staples L, substantially as and for the purpose set forth.

3. The combination, with the draw-head having the openings D′ and D^2 and the slot D^3 in its upper side communicating with said openings, and the coupling-hook mounted within the draw-head, of the protecting-hood M, hinged at its rear end on the draw-head and covering the said connecting-slot, substantially as set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

JAMES McCOMB.
WILLIAM L. HOOK.
JOHN McCOMB.
ROBERT GILLESPIE.

Witnesses
M. H. DONAHUE,
CHAS. DONAHUE.