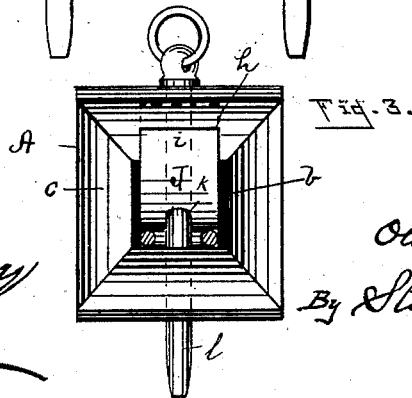
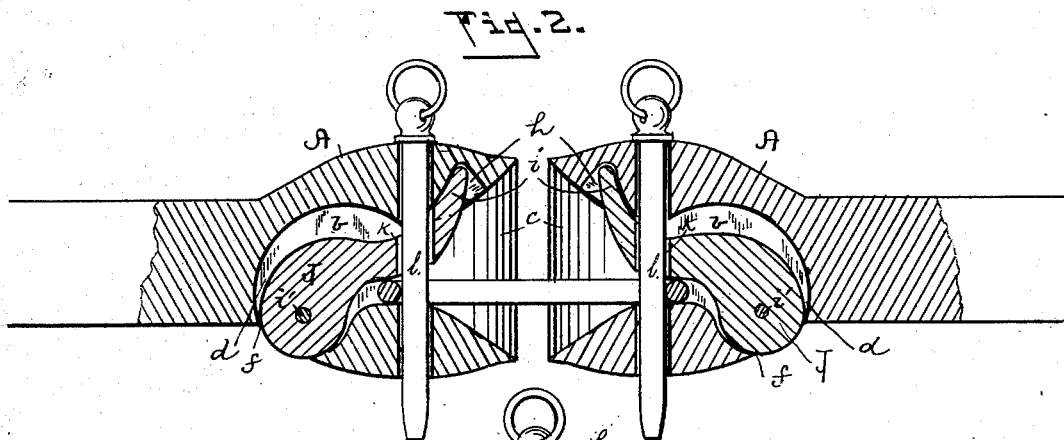
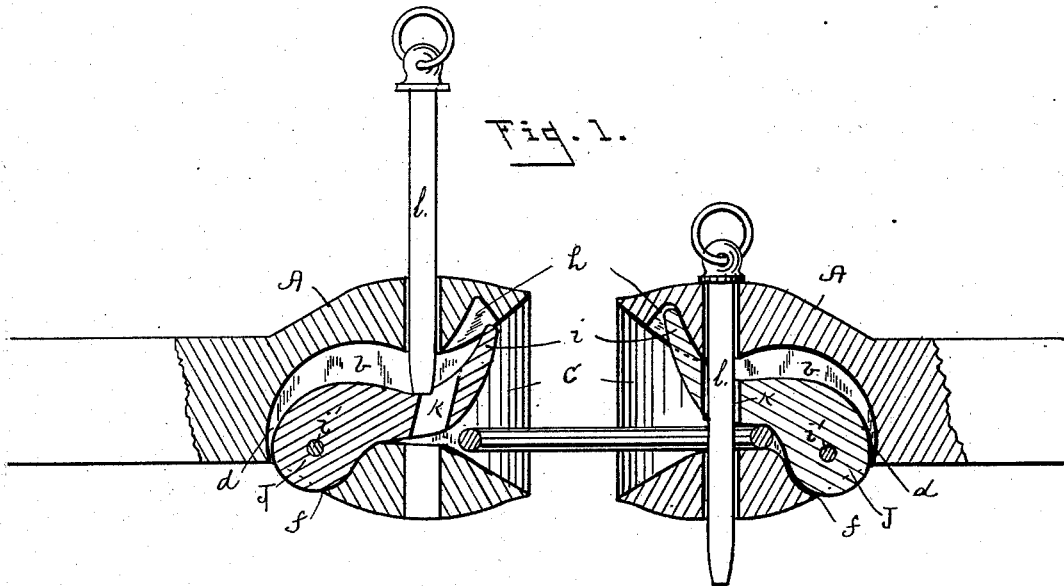


(No Model.)

O. HOOD.
CAR COUPLING.

No. 522,984.

Patented July 17, 1894.



WITNESSES.

J D M Clary
H. N. Jenkins

INVENTOR.

Otis Hood

By Stoddart & Co

ATTORNEYS

UNITED STATES PATENT OFFICE

OTIS HOOD, OF ONSET, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 522,984, dated July 17, 1894.

Application filed December 22, 1893. Serial No. 494,401. (No model.)

To all whom it may concern:

Be it known that I, OTIS HOOD, a citizen of the United States, residing at Onset, in the county of Plymouth and State of Massachusetts, have invented new and useful Improvements in Car-Couplings, of which the following is a specification.

My invention relates to improvements in that class of devices which are intended for automatically coupling railroad cars, and the object is to so construct the draw-heads and operating parts thereof, that same may be employed in connection with the draw-bars, coupling-links, and pins now in general use.

My invention is clearly shown in the accompanying drawings, whereon—

Figure 1 is a vertical-longitudinal section of two car-couplings constructed according to my invention and showing the connecting-link in one draw-head, while in the act of engaging the other draw-head. Fig. 2 is a vertical-longitudinal section of the two couplings as when joined together by the connecting-link. Fig. 3 is a front view of my improved car-coupling with sectional view of the connecting-link, as when secured in same.

The letter A designates the draw-head having link-chamber *b*, provided with flaring-mouth *c* and downwardly curved rear *d*, terminating in an opening, as shown at *f*. The upper part of the flaring-mouth *c* is recessed as at *h* for receiving the upwardly curved toe *i*, of a trip-lever J, the heel of which is pivoted within the opening *f*, as shown at *i'*. The trip-lever J, is provided with a longitudinally elongated vertical slot *k*, in which the coupling-pin *l*, is adapted to operate, to engage the coupling-link, as hereinafter explained.

In the operation of my invention the coupling-link is held within one of the draw-heads, in a horizontal position by means of the trip-lever and coupling-pin thereof; while the coupling-pin of the opposite draw-head, is supported on the trip-lever of said draw-head, so that when the draw-heads are brought together, the free end of the coupling-link will strike the upwardly turned toe of the trip-lever of the opposite draw-head and by raising same cause the coupling-pin thereof to drop through the slot therein and thus engage the coupling-link, as shown in Fig. 2.

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

The combination in a car-coupler, of a draw-head having a link-chamber provided with a flaring mouth, a recess in the upper part of said mouth, a vertical pin-hole in rear of the recess, a downwardly curved rear to the link-chamber, and a bottom opening thereto, as described, with a trip-lever pivoted in the rear of the link-chamber, said trip-lever provided with a longitudinal-vertical slot, and with an upwardly curved-toe, said toe extending to the front of the draw-head and adapted to operate in the recessed upper-portion thereof and a coupling-pin having bearings in the top and bottom of the link-chamber, and in the trip-lever, substantially as and for the purpose set forth.

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

OTIS HOOD.

Witnesses:

H. N. JENKINS,
WARREN C. STONE.