

(No Model.)

C. D. HORGAN.
CAR COUPLING.

No. 598,373.

Patented Feb. 1, 1898.

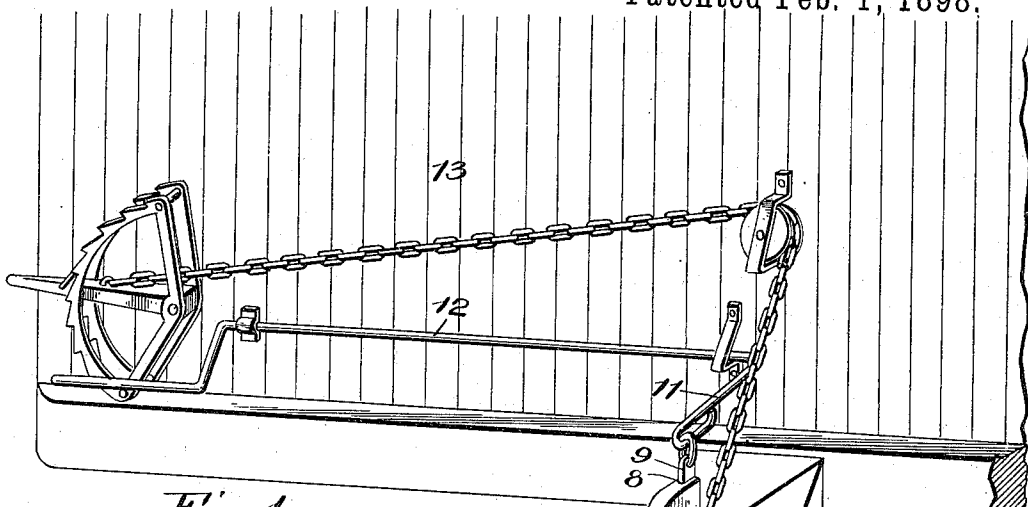


Fig. 1.

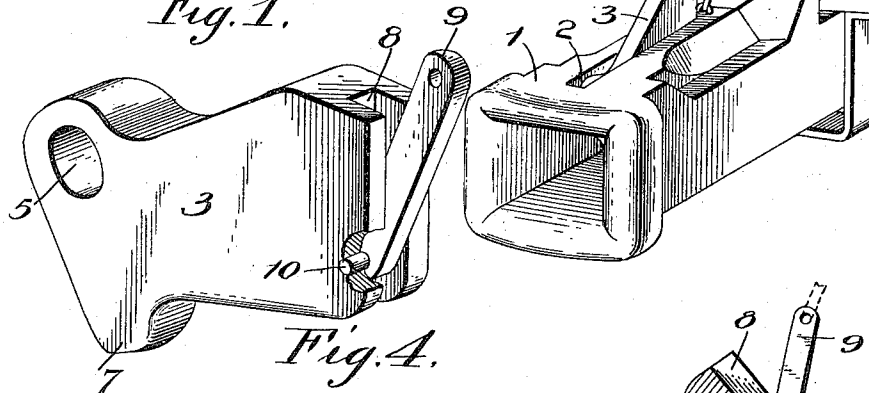


Fig. 4.

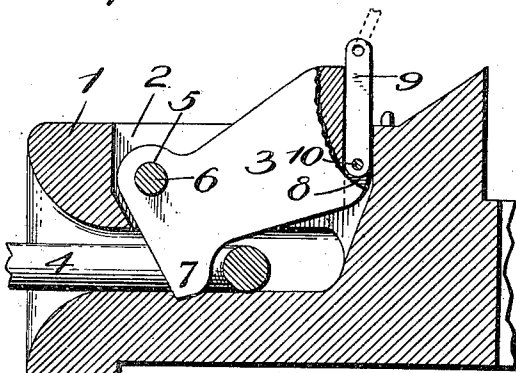


Fig. 2.

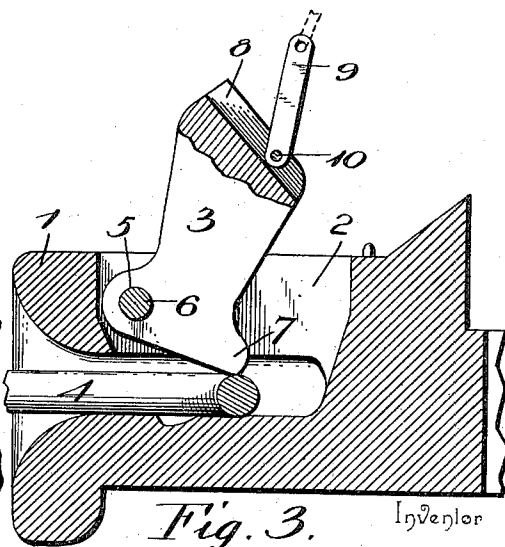


Fig. 3.

Inventor

Charles D. Horgan.

Witnesses

J. Graubauerwell, by his Attorneys,

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UNITED STATES PATENT OFFICE.

CHARLES D. HORGAN, OF OMAHA, NEBRASKA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 598,373, dated February 1, 1898.

Application filed September 24, 1897. Serial No. 652,376. (No model.)

To all whom it may concern:

Be it known that I, CHARLES D. HORGAN, a citizen of the United States, residing at Omaha, in the county of Douglas and State of Nebraska, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to improve the construction of car-couplings, more especially the construction shown and described in Patent No. 562,827, granted to me June 30, 1896, and to increase the facilities for lifting the pivoted catch out of engagement with the link and prevent any liability of the connection binding and refusing to operate.

The invention consists in the construction and novel combination and arrangement of parts, as hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention and shown applied to a car. Fig. 2 is a longitudinal sectional view of the same, the catch being down. Fig. 3 is a similar view, the catch being elevated. Fig. 4 is a detail perspective view of the catch and the link-bar.

Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates a draw-head provided with a longitudinal slot 2 in its top, and this slot, which communicates with the link-opening, receives a pivoted catch 3, which is adapted to engage a link 4, and which when it is desired to uncouple cars is swung upward out of engagement with the link. The catch, which is provided at its front end near its upper edge with an eye 5, is mounted upon a transverse pin or pivot 6, and it has at its bottom a projecting portion 7 for engaging the link. The body portion of the catch inclines upward and rearward from the front edge, which is disposed at an inclination to enable the link in entering the draw-head to raise the catch and couple automatically.

The rear edge of the catch is straight and is grooved to provide a recess 8 for the reception of a link-rod 9, which is pivoted at its lower end within the recess by a transverse pin 10 or other suitable fastening device. The upper end of the link-bar projects above the catch, as clearly illustrated in Fig. 2 of the accompanying drawings, and is provided with an eye and is connected with an arm 11 of a transverse rock-shaft 12. The rock-shaft, which is journaled on a car 13, is provided with a handle located adjacent to one side of the car to enable the operation of uncoupling to be performed from that point. When the arm 11 of the rock-shaft is swung upward, the rear portion of the catch swings upward and forward, but the link part which forms the connection between the arm and the catch permits both of these parts to swing in opposite directions without interfering with each other and without binding. When the catch is in its lowered position, the link-bar is arranged within the groove or recess 8 and is protected by such housing, and there is no liability of the link-bar being crushed between the catch and the rear wall of the slot 2, against which rear wall the catch bears when cars are coupled. The link-bar is also free to swing the catch upward and it cannot bind between the same and the side walls of the slot.

The invention has the following advantages: The link-bar is housed within the groove or recess of the catch when the latter is lowered, and it permits the arm of the rock-shaft to swing upward and inward and the catch to swing upward and outward without interfering with each other and without binding.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

In a car-coupling, the combination of a draw-head provided at its top with a longitudinal slot, an upwardly-swinging catch pivoted at its front end in the slot and having a straight rear face bearing against the rear wall of the slot and provided with a groove 8, extending longitudinally of the rear face of

the catch and forming a housing, said catch
being provided at the lower edge of its front
with a projecting portion adapted to engage
a link, a link-bar arranged within the groove
5 of the rear end of the catch and pivoted at its
lower end to the latter, and operating mech-
anism connected with the upper end of the
link-bar, substantially as described.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in 10
the presence of two witnesses.

CHARLES D. HORGAN.

Witnesses:

M. A. NEWELL,
M. T. BARLOW.