

(No Model.)

J. W. IRVIN.
CAR COUPLING.

No. 579,981.

Patented Apr. 6, 1897.

Fig. 1.

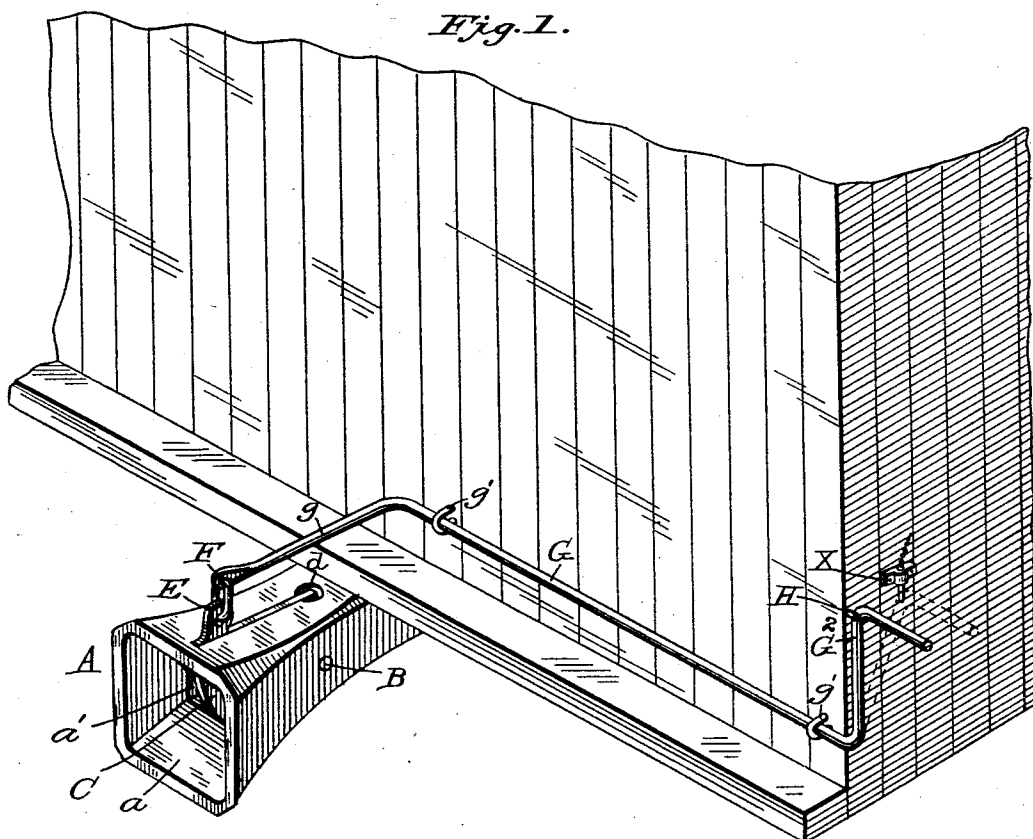
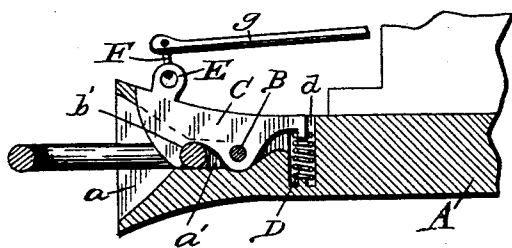


Fig. 2.



Witnesses
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 579,981, dated April 6, 1897.

Application filed November 16, 1895. Renewed September 30, 1896. Serial No. 607,499. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. IRVIN, a citizen
of the United States, residing at Chadron, in
the county of Dawes and State of Nebraska,
have invented certain new and useful Im-
provements in Car-Couplings; and I 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 ap-
pertains to make and use the same.

This invention relates to certain new and
useful improvements in car-couplings, having
for its objects, among others, to provide a
simple and improved cheap coupling com-
posed of few parts and those so arranged as
to be positive in their action and not liable
to derangement or injury.

Other objects and advantages of the in-
vention will hereinafter appear, and the novel
features thereof will be particularly pointed
out in the appended claim.

The invention is clearly illustrated in the
accompanying drawings, which, with the let-
ters of reference marked thereon, form a part
of this specification, and in which—

Figure 1 is a perspective view showing my
improvement. Fig. 2 is a vertical longitudi-
nal section through the draw-head.

Like letters of reference indicate like parts
throughout both views.

Referring now to the details of the draw-
ings by letter, A designates the draw-head, of
usual construction, provided with the mouth
a, which is extended rearwardly in a substan-
tially rectangular horizontally-disposed rec-
ess *a'*. To the rear of this recess is a hori-
zontal pin or bolt B, upon which is pivoted
the latching-hook C, adapted to work in a
vertical slot in the upper wall of the draw-
head, its front portion being cam-shaped and
terminating in a hook to the rear of said face
with a slightly-rounded recess *b'*, in which
the link is adapted to rest after the same is
engaged with the hook. The rear end of the
latching-hook rests upon a spring D, seated
in a chamber *d* in the draw-head, and which
spring serves to normally keep the front end
of the hook down. The hook is provided
upon its upper face near its front end with a

ring or eye E, in which is engaged a link F,
pivotaly connected with the longitudinal arm
g of the shaft G, which latter runs parallel
with the front end of the car and is mounted
in suitable bearings *g'* thereon, its outer end
terminating in a crank-handle G², by means
of which the coupling-hook may be raised to
uncouple the cars when desired. This shaft
has slight endwise play in its bearings to per-
mit of its engagement or disengagement with
a lateral pin H on the side of the car, with
which the crank-handle is engaged when it
is desired to hold the coupling-hook perma-
nently against coupling.

The operation will be readily understood
from the foregoing description when taken in
connection with the annexed drawings, and a
further detailed description thereof will not
be necessary.

The improvement may be applied to a box-
car or a flat car.

Importance is attached to the bevel in the
draw-head, whereby the coupling is more
easily accomplished.

X is a dog on the side of the car to prevent
the cars from coupling when so desired.

What I claim as new is—

The improved car-coupling herein de-
scribed, comprising in combination, the draw-
head having its mouth provided with rear-
wardly-extending rectangular horizontally-
disposed recess, a horizontal pin to the rear
of this recess, the lower face of the recess be-
ing provided with a concavity, a latching-
hook pivoted on said pin and having a de-
pending curved portion fitting said concavity,
with a cam-faced front end with a curved
hook to the rear of the same and upon its
upper face in front of its pivot provided with
an eye, a spring seated in a vertical socket in
the draw-head to the rear of said horizontal
pin and bearing against a downward exten-
sion on the rear end of the arch, a link piv-
otaly connected with the said eye, a shaft
extended parallel with the front end of the
car and mounted in suitable bearings thereon
provided with a longitudinal arm integral
therewith and pivotaly connected with the
upper end of said link, the said shaft having

slight endwise play in its bearings and its
outer end terminating in a crank-handle, and
a lateral pin on the side of the car, with which
said crank-handle is adapted to be engaged
5 and from which it is disengaged by endwise
movement of the shaft, all substantially as
herein shown and described.

In testimony whereof I have signed this
specification in the presence of two subscrib-
ing witnesses.

JOHN W. IRVIN.

Witnesses:

H. A. PETERS,
J. M. STOUT.