

(No Model.)

H. FIELD, Jr.

CAR COUPLING.

No. 322,591.

Patented July 21, 1885.

Fig. 1.

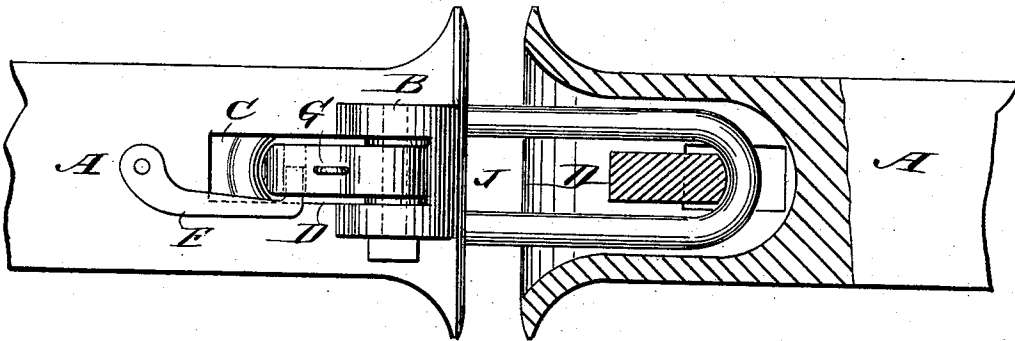


Fig. 2.

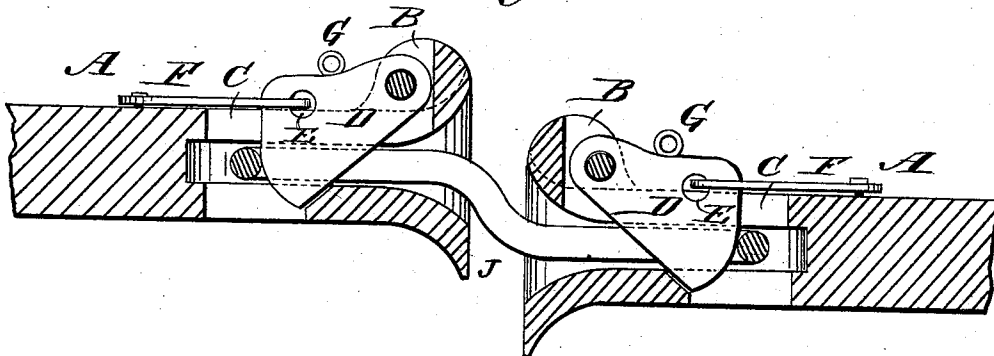
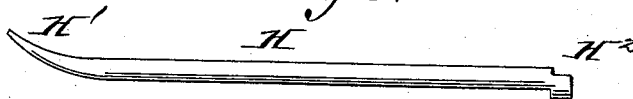


Fig. 3.



WITNESSES:

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 322,591, dated July 21, 1885.

Application filed April 23, 1885. (No model.)

To all whom it may concern:

Be it known that I, HENRY FIELD, Jr., of New Bedford, Bristol county, Massachusetts, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the combination, with a draw-head, of a pivoted lug for holding the link in the draw-head and of a pivoted hook for locking the lug in place.

The invention also consists in various parts and details and combinations of the same, as will be fully set forth hereinafter.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 shows two of my improved couplers in plan view, part of one being in section. Fig. 2 is a longitudinal sectional elevation of the same. Fig. 3 is a side view of the manipulating-rod.

The draw-head A is provided with the jaws B on its top at the front end and between the jaws with a slot, C, extending to the rear. Between the jaws B a coupling-lug, D, is pivoted, which has its edge beveled, and the rear edge is straight and rounded at the bottom. The lug D has a transverse aperture, E, for receiving the prong of a hook, F, pivoted on the top of the draw-head to swing on the said top. The lug D has an eye or ring, G, on its top edge.

A rod, H, has a tapered slightly curved end, H', and a hook, H², on the opposite end.

The link J is bent at its middle to permit

coupling cars having draw-heads at different elevations above the ground. The entering-link strikes the bottom beveled edge of the lug and raises the same, and then the lug drops into the slot of the link, whereby the cars are coupled, as shown in the drawings.

The prongs of the hooks F are passed into the apertures E, to lock the lugs in place and prevent uncoupling.

The hooks F can be shifted by means of the hook end H² of the rod H.

To uncouple, the prongs of the hooks E are withdrawn, and the lugs raised by means of the rod H, the tapered end H' of which is passed into the eyes or rings G.

To adjust the draw-heads so that the cars cannot couple, the lug D is raised and the prong of the corresponding hook, F, passed under it to prevent the lug from swinging down.

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

The improvement in car-couplings, substantially as herein described and shown, consisting of the draw-head having a slot, C, a lug, D, pivoted at one end in said slot, and provided near the upper edge of its opposite end with a transverse aperture, E, and a hook, F, pivoted at one end to the draw-head, and having its other end adjustable into the aperture E, whereby the lug D may be locked in coupled position, substantially as set forth.

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Witnesses:

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