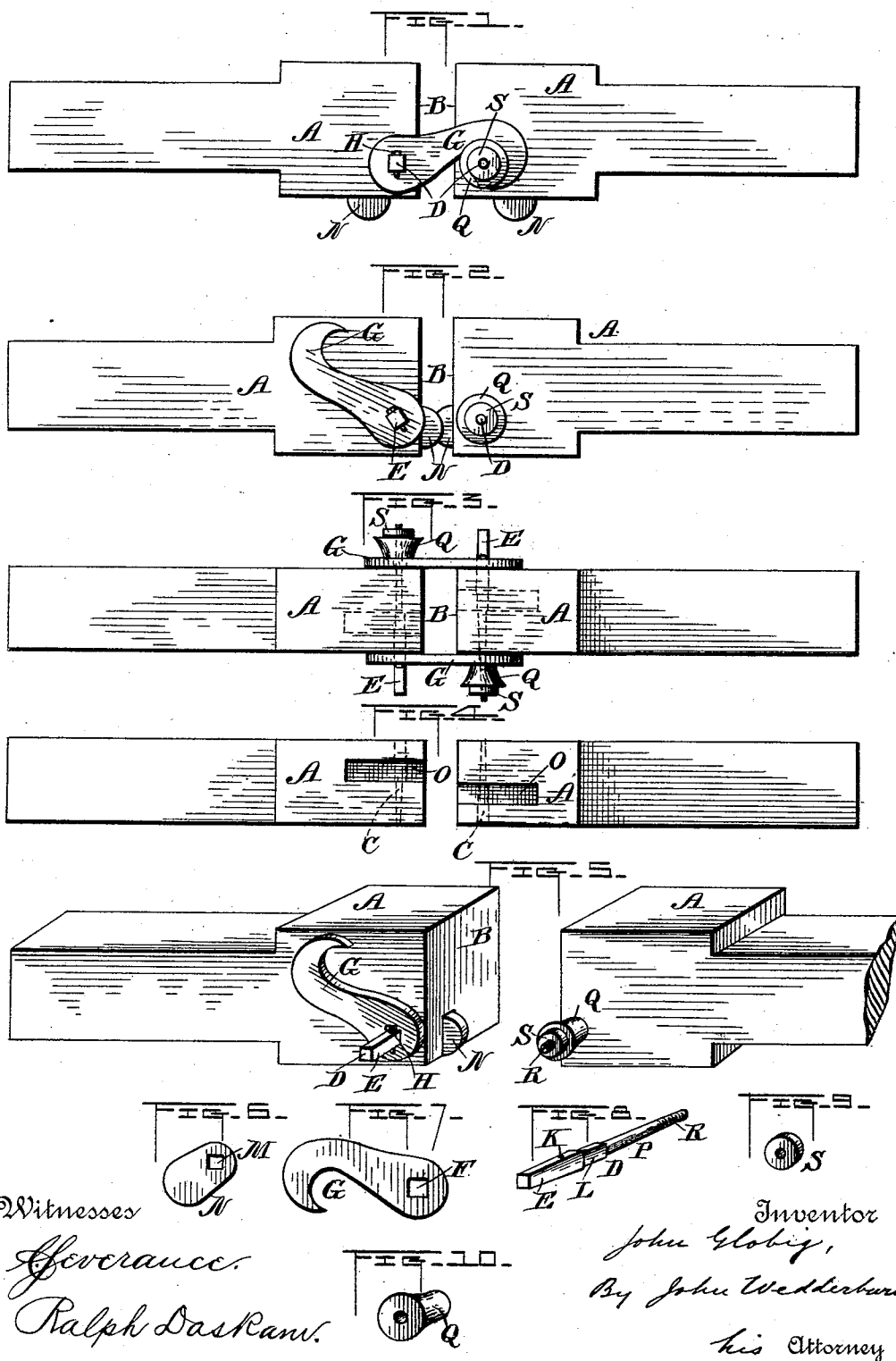


(No Model.)

J. GLOBIG.
CAR COUPLING.

No. 486,460.

Patented Nov. 22, 1892.



Witnesses

Geverance.

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UNITED STATES PATENT OFFICE.

JOHN GLOBIG, OF SPOKANE, WASHINGTON.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 486,460, dated November 22, 1892.

Application filed May 5, 1892. Serial No. 431,914. (No model.)

To all whom it may concern:

Be it known that I, JOHN GLOBIG, of Spokane, in the county of Spokane and State of Washington, have invented certain new and useful Improvements 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 appertains to make and use the same.

My invention relates to that class of automatic car-couplings wherein a hook on one of the draw-heads is arranged to engage a pin or detent on the other draw-head upon contact of the draw-heads; and the invention consists in the peculiar construction, arrangement, and combinations of the parts, as hereinafter described, and set forth in the claims.

Figure 1 is a side view of the coupling, showing the hooks in engagement. Fig. 2 is a similar view, but showing the hooks released from engagement. Fig. 3 is a top plan view. Fig. 4 is a bottom plan view of the draw-heads without the hooks and spindles. Fig. 5 is a perspective view. Figs. 6, 7, 8, 9, and 10 are detail views of the respective parts.

The draw-heads A, which are attached to the cars by any of the usual methods, are preferably made square or approximately square in cross-section and have plane vertical abutting faces B fitting closely against each other. Each draw-head is conically bored transversely near its end, as shown at C, Fig. 4, to receive a tapering pivot rod or spindle D, which has a squared end section E to enter a corresponding square hole F in the shoulder of the hook G. A pin H in the hole K of the pivot-rod serves to keep the hook in place.

Adjacent to the end section E of the pivot-rod is a squared section L, adapted to fit in a corresponding square hole M in the shoulder of the tongue N. To receive the tongue, a recess or groove O is cut on the under side of the draw-head to one side thereof, as is best shown in Figs. 4 and 5.

Adjacent to the squared section L of the pivot-pin is a rounded or conical section P,

which fits and revolves in a corresponding part of the bearing C, and upon the end thereof is slipped a concavo-conical knob Q, which serves as a stud or pin to hold the hook G upon the opposite side of the couplings. The pivot-rod terminates in a threaded portion R, upon which is screwed the button S, thus securing the knob in position.

It will be observed that by placing the tongue near a side of the draw-head each tongue when the cars come together is struck by the plane surface of the opposite head and is forced inward, and thus turns the pivot-rod in its bearings and causes the hook to come forward and drop over the opposite knob. When it is desired to uncouple the cars, the hooks can easily be raised by hand or by any suitable arrangement of levers or other devices, as desired.

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

1. In a car-coupling, the combination, with a draw-head, of a pivot-rod passing transversely therethrough, a hook secured to said pivot-rod on one side of said draw-head, a stud secured to the opposite side of said draw-head and adapted to engage with a similar hook on the opposite draw-head, and a tongue secured to said pivot-rod and projecting beyond the face of said draw-head when the hook is thrown back out of engagement, substantially as described.

2. In a car-coupling, the combination, with a draw-head, of a pivot-rod passing transversely therethrough, a tongue and a hook, both secured to said pivot-rod, said tongue projecting beyond the face of the draw-head when the hook is thrown out of engagement, and a knob secured upon said pivot-rod and arranged to engage a similar and similarly-placed hook upon the opposite draw-head, substantially as described.

3. In a car-coupling, the combination, with a draw-head having a groove or recess undercut therein, of a pivot-rod passing transversely through said draw-head, a knob secured on said pivot-rod on one side of said

draw-head, a hook secured to said pivot-rod
on the opposite side of said draw-head, and
a tongue in said groove or recess secured to
said pivot-rod, said tongue projecting beyond
5 the face of the draw-head when the hook is
thrown back out of engagement, substantially
as described.

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

JOHN GLOBIG.

Witnesses:

S. W. SHORT,
EMIL GUENTHER.