

(No Model.)

J. MOSS.
CAR COUPLING.

No. 557,215.

Patented Mar. 31, 1896.

Fig. 1.

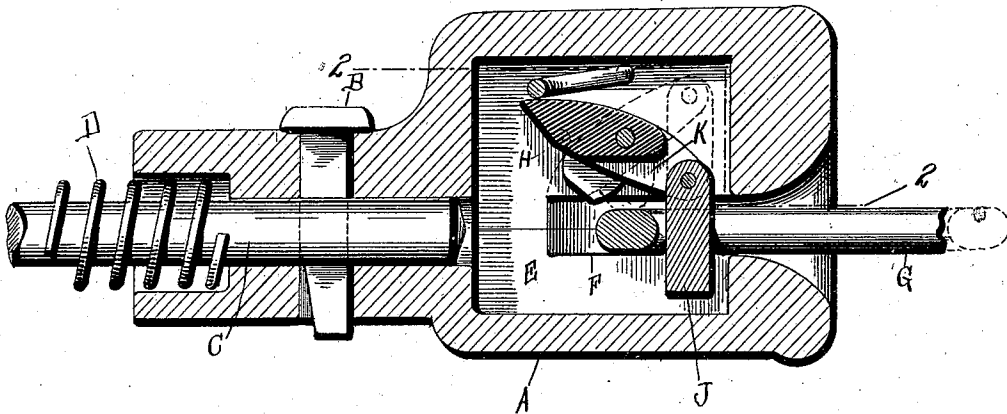


Fig. 2.

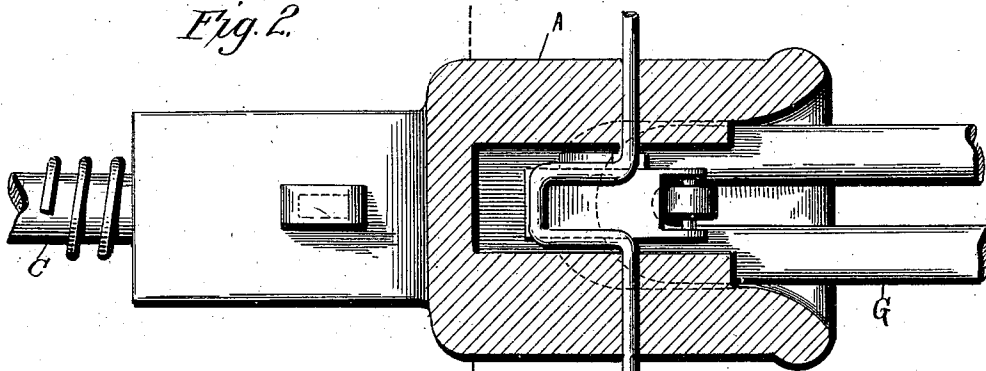
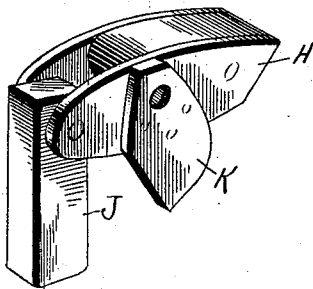


Fig. 3.



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UNITED STATES PATENT OFFICE.

JOHN MOSS, OF FALL RIVER, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 557,215, dated March 31, 1896.

Application filed February 19, 1896. Serial No. 579,900. (No model.)

To all whom it may concern:

Be it known that I, JOHN MOSS, a citizen of the United States, residing at Fall River, in the county of Bristol and State of Massachusetts, have invented certain new and useful Improvements in Car-Couplers; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplers, and especially to a coupler in which a gravity-pin and link are utilized to effect the coupling, suitable mechanism being provided to raise the link from its engaging relation, while an attachment to the lever carrying the coupling-pin, which is pivoted within the draw-head, bears against the link, allowing the latter to be withdrawn without any hindrance.

A further object of my invention resides in the provision of a cam-shaped piece, which is secured to a pivoted lever carrying a coupling-pin, and which is disposed at right angles to the said pin when the latter is in a locking position, but when the said lever is raised to be downwardly inclined and to bear against the upper face of the link.

To these ends and to such others as the invention may pertain the same consists, further, in the novel construction, combination, and adaptation of the parts, as will be hereinafter more fully described, and then specifically defined in the appended claims.

I clearly illustrate my invention in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which drawings similar letters of reference indicate like parts throughout the several views, in which—

Figure 1 is a vertical central longitudinal view through my improved coupler. Fig. 2 is a sectional view on line 2 2 of Fig. 1. Fig. 3 is an enlarged detail view of the coupling-pin and lever carrying the same.

Reference now being had to the details of the drawings by letter, A designates the draw-head of the coupler, which is held by a pin B to a bar C held to the truck of the car, and D is a spring seated in a recess of the draw-

head and bearing between the same and the end a portion of the truck of the car common in ordinary cars.

The forward end of the draw-head is recessed out at E and has a horizontally-disposed slot F, in which the link G is adapted to slide. Pivoted on a pin carried in apertures in the walls of the recess E is a lever H, and to the outer projecting ends of said lever is pivoted the pin J. Secured to one side of the lever H is the cam-shaped member K, the lower edge of which is adapted to rest on the link when the pin J is lifted to uncouple the coupler, thus serving to guide the link and prevent its end catching against any portion of the lever or pin as the link is withdrawn.

Pivoted to the walls of the draw-head is the crank-rod M, the crank portion of which is designed to rest over the lever H, to depress the same, which carries with it the pin. The outer end of each rod is held in an extension M' at one corner of the car, whereby it will be convenient to uncouple the cars without going between the cars.

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

1. A car-coupler, the combination with the draw-head carrying, pivoted within a recess therein, a lever carrying a pin, means for raising the said lever, and a cam-shaped member secured to the said lever, and adapted to rest against a link, as the pin is raised and the link withdrawn, substantially as shown and described.

2. In a car-coupler the combination with the draw-head recessed, a lever H pivoted to the inner walls thereof, a pin J pivoted to the bifurcated end of said lever, a cam-shaped member K, secured to the side of the lever H designed to bear against the upper face of the link, as the link is withdrawn, and the crank-rod M, the crank portion of which is designed to be depressed against the lever H, to raise the said pin, all substantially as shown and described.

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

JOHN MOSS.

Witnesses:

WM. D. KNIGHT,
THOMAS W. WARDLE.