

(No Model.)

Q. J. HOKE.
CAR COUPLING.

No. 474,909.

Patented May 17, 1892.

Fig. 1.

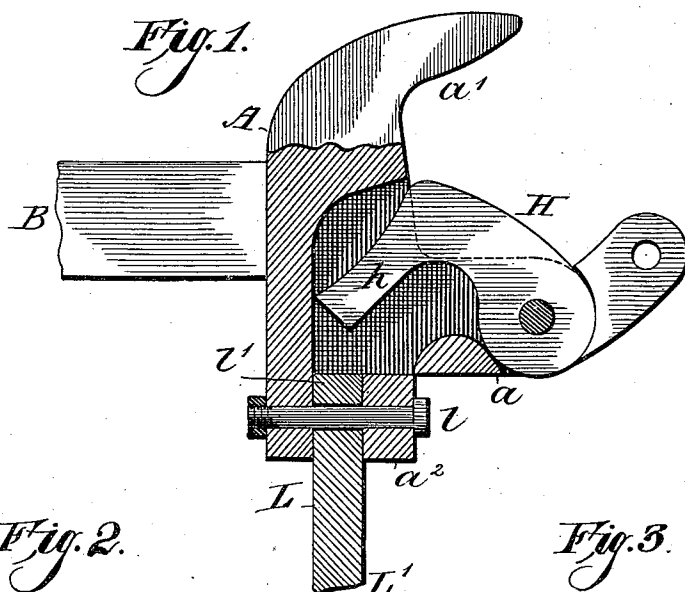


Fig. 2.

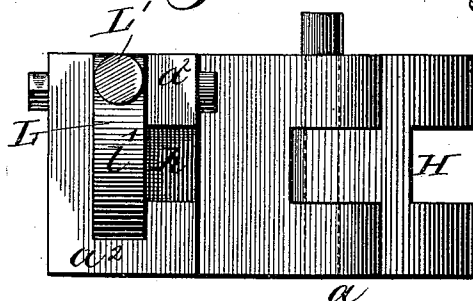


Fig. 3.

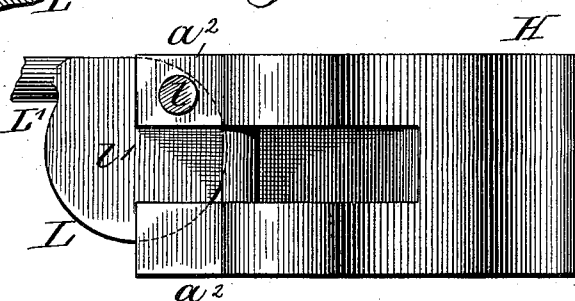


Fig. 4.

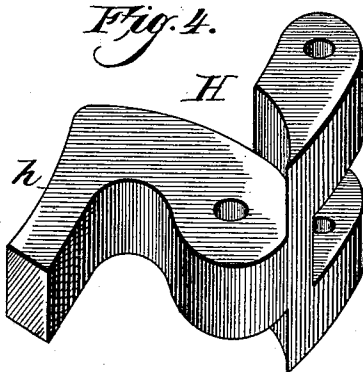
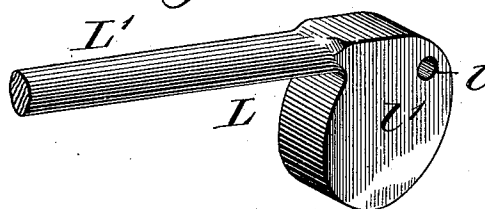


Fig. 5.



Witnesses:
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UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 474,909, dated May 17, 1892.

Application filed January 15, 1892. Serial No. 418,139. (No model.)

To all whom it may concern:

Be it known that I, QUINTON JEROME HOKE, a citizen of the United States, residing at Yorkville, in the county of York and State of South Carolina, have invented certain new and useful Improvements in Car-Couplers; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

The invention relates to car-couplers, and more particularly to that class known as "twin-jaw" couplers; and it has for its object a construction whereby the coupling may be effected automatically and whereby the uncoupling may be effected without going between the cars.

The invention consists, essentially, in the combination, with the draw-head and a substantially Z-shaped coupling-hook, of a gravital cam-lever adapted to drop between the draw-head and the tail of the hook to lock the same against motion on its pivot and to be automatically moved out of the way of said tail of the jaw in coupling, as will now be fully described, reference being had to the accompanying drawings, in which—

Figure 1 is a top plan view of a car-coupler embodying my invention, the coupling-hook being in a position for coupling with another coupler, a portion of the top of the draw-head being broken away to show the relative position of said hook and its locking-lever. Fig. 2 is a side elevation thereof, showing the coupling-hook and locking-lever in their relative position when two couplers are coupled together. Fig. 3 is a front elevation, the coupling-hook being removed; and Figs. 4 and 5 are perspective views of the coupling-hook and locking-lever, respectively.

Like letters indicate like parts wherever such may occur in the figures of drawings above described.

In Figs. 1 and 2, B indicates the draw-bar; A, the draw-head, which in its general construction is substantially like the draw-head in the twin-jaw couplers ordinarily used, ex-

cept that said draw-head is not chambered in rear of and between its twin jaws a and a' , but has simply a recess of proper curvature that merges into a lateral opening or slot formed in a boss a^2 , projecting from the side of the draw-head in rear of the jaw a , to which the coupling-hook H is pivoted. The slot in the boss a^2 of the draw-head is of such diameter as to accommodate the tail of the coupling-hook when in its normal position, as well as a cam-shaped gravital locking-lever L, Fig. 5. This lever L is pivoted in the boss a^2 of the draw-head A at l , and for freight or passenger cars its arm L' may be of such length as to be manipulated without going between the cars; or said arm may have a cord or chain secured thereto, so that the lever can be manipulated from the platform of a passenger or freight car or from the top of a freight-car, as may be found most convenient and as will be readily understood. The lever handle or arm L' is, as shown, so arranged on the cam-shaped locking portion l' as that when said lever is turned to move said cam-shaped portion from between the tail of the coupling-hook H and the draw-head and released said lever will automatically return or fall back into its normal position.

The coupling-hook H, Fig. 5, is pivoted to jaw a of the draw-head, as usual, and is substantially Z-shaped, its tail h being adapted to enter the slot in the boss a^2 , said slot being of T shape, the leg of the T serving to accommodate the said tail h of the hook, while the head receives the cam or locking portion l' of the lever.

The hook H is or may be constructed for use with link-and-pin coupler, as is the case in some couplers of this class.

The advantages of a coupler constructed and operating as described will be readily understood by those conversant with this class of couplers. It is much stronger than the ordinary coupler, having a chamber of greater or less depth intermediate and in rear of its twin jaws. The coupling devices are not liable to be rendered inoperative by snow, ice, or dirt; as such can have no access to the said devices.

Finally, owing to its simplicity, the coupler

can be constructed at a very low cost as compared with that of couplers of this class as heretofore constructed.

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

1. A twin-jaw coupler comprising a jaw-head provided with a lateral slot or recess in rear of one of its twin jaws, a coupling-hook of substantially Z shape pivoted to said jaw, the tail of which is adapted to swing into said slot or recess, a gravital locking-lever located therein and actuated by the tail of the jaw and arranged to drop between the same and the rear wall of the draw-head when the said tail

has cleared the locking device, for the purpose set forth.

2. In a twin-jaw car-coupler, the combination, with the draw-head A and the Z-shaped coupling-hook H, pivoted to one of the jaws of said draw-head and whose tail *h* is adapted to enter a lateral slot or recess in rear of the hook-supporting jaw, of the cam-shaped gravital locking-lever L, arranged relatively to the coupling-hook for co-operation therewith, substantially as and for the purpose set forth.

QUINTON JEROME HOKE.

Witnesses:

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JAS. T. HART.