

(No Model.)

J. REEL.
CAR COUPLING.

No. 530,457.

Patented Dec. 4, 1894.

Fig. 1.

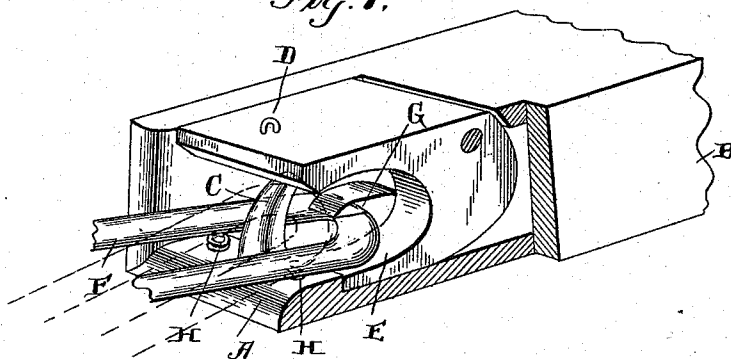


Fig. 2.

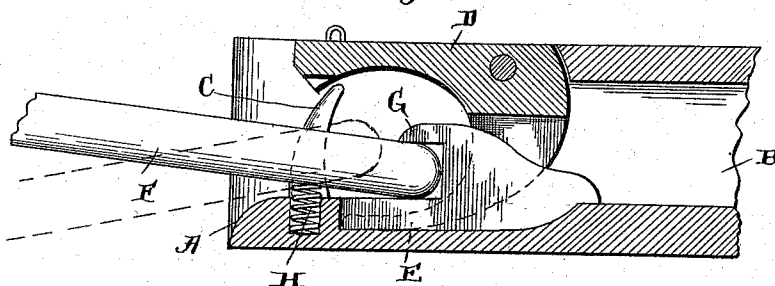
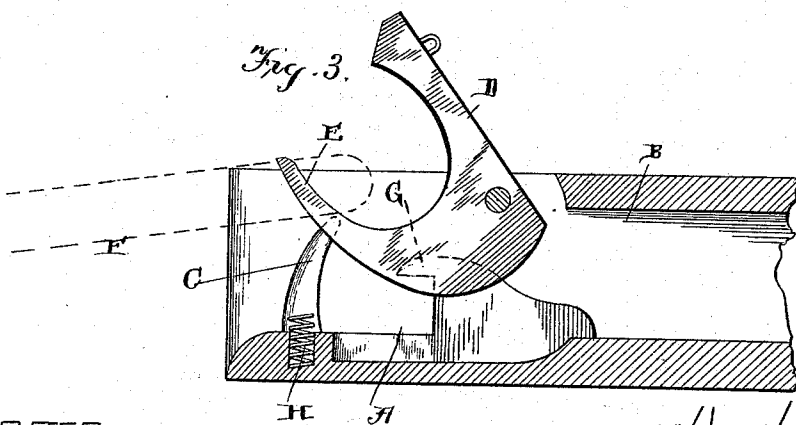


Fig. 3.



WITNESSES.
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JOHN REEL, OF FRENCH CAMPS, MISSISSIPPI, ASSIGNOR OF ONE-HALF TO
JOHN J. CARTER, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 530,457, dated December 4, 1894.

Application filed June 21, 1894. Serial No. 515,300. (No model.)

To all whom it may concern:

Be it known that I, JOHN REEL, of French Camps, in the county of Choctaw and State of Mississippi, 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to improvements in car couplings and the object of the same is to provide a novel means for holding the link while being inserted in the draw-head of the adjacent car; and a further object is to provide an improved means for detaching the link from the draw-head when the cars are to be uncoupled.

The invention consists in the novel features of construction hereinafter fully described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1, is a perspective view of my improved coupler with one side of the draw-head broken away. Fig. 2, is a longitudinal vertical sectional view of the same, showing the link in position when held for coupling. Fig. 3, is a similar view showing the manner of uncoupling.

A designates the bottom, and B the sides of the draw-head, and projecting vertically from the forward end of the former and turned backward slightly is the tongue C. Pivoted to the sides of the draw-head and adapted to swing vertically therebetween is the jaw D which when closed forms a top for the draw-head as illustrated in Fig. 2, and depending from the rear end of the said jaw and curved forward are the elevating hooks E between which extends the tongue C when the jaw is closed.

The link F is inserted in the draw-head and held therein as will be readily understood by the tongue with its end resting in the hooks of the jaw, so that when the latter is elevated as shown in Fig. 3 the said link will be raised above the tongue C and thereby disconnected therefrom.

Arranged beneath the swinging jaw is the hooked catch G for the purpose of holding the rear end of the link depressed when the link is being guided into the adjacent coupling as shown in Fig. 2. Upon each side of the tongue C and projecting vertically from the bottom of the draw-head is a spiral spring H and upon these springs the link rests, and they are primarily for the purpose of holding the link raised above said catch G after the coupling has been effected as shown in dotted lines in Fig. 1 so as to prevent the said catch from interfering in any manner with the uncoupling operation before described. The swinging jaw may be raised, for the purpose of elevating the link, in any suitable manner by a line or chain being attached thereto and extended to any part or portion of the car end which may be found most convenient.

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

In a car coupling, the combination of the draw head, the link, tongue C, rigid catch G behind said tongue and the upwardly extended springs on opposite sides of the tongue for holding the link normally above and out of engagement with the said catch, substantially as shown and described.

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

JOHN REEL.

Witnesses:

A. R. MOSS,
G. S. BURKS.