

(No Model.)

J. L. ADCOCK, W. L. TIPPETT & H. G. MOSS.
CAR COUPLING.

No. 508,265.

Patented Nov. 7, 1893.

Fig. 1 -

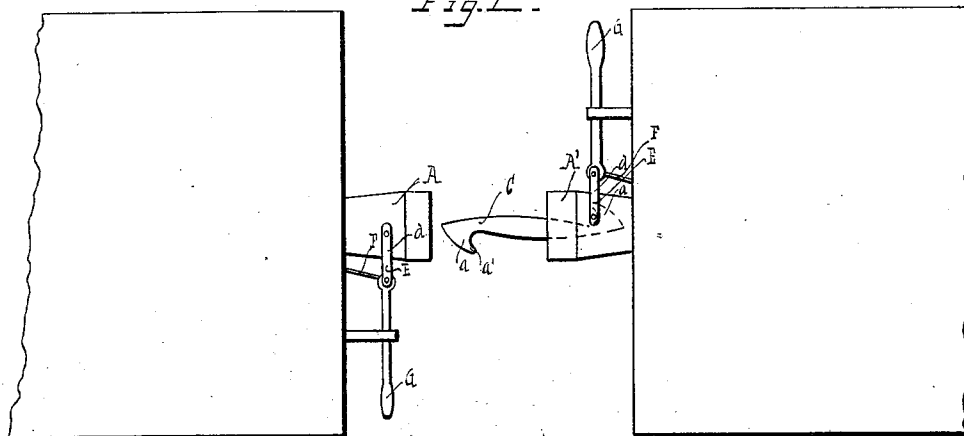


Fig. 2 -

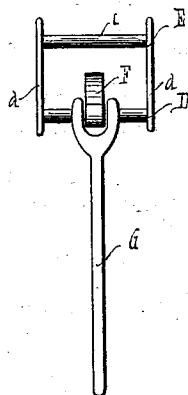


Fig. 3 -

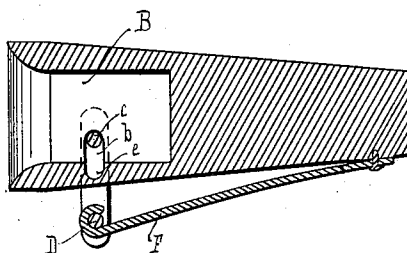
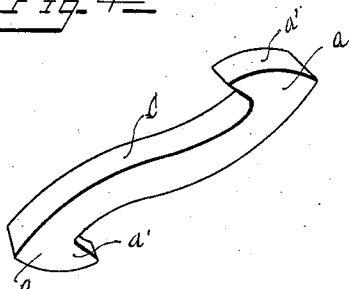


Fig. 4 -



WITNESSES

Geo. M. Anderson
Phil. Masi.

INVENTORS

J. L. Adcock
W. L. Tippet
H. G. Moss

by E. W. Anderson
their Attorney

UNITED STATES PATENT OFFICE.

JAMES L. ADCOCK, WILLIAM L. TIPPETT, AND HORACE G. MOSS, OF TAR RIVER, NORTH CAROLINA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 508,265, dated November 7, 1893.

Application filed June 30, 1893. Serial No. 479,231. (No model.)

To all whom it may concern:

Be it known that we, JAMES L. ADCOCK, WILLIAM L. TIPPETT, and HORACE G. MOSS, citizens of the United States, and residents of Tar River, in the county of Granville and State of North Carolina, have invented certain new and useful Improvements in Automatic Car-Couplings; and we 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a plan view of the invention. Fig. 2 is a detail view of the yoke and pull rod. Fig. 3 is a vertical longitudinal section of draw head and spring and Fig. 4 is a detail view of the link.

This invention relates to certain new and useful improvements in car couplings, the object being to provide a simple and practical coupling of improved character, having means whereby the coupling and uncoupling may be effected without the necessity of going between the cars; and the invention consists in the novel construction and combination of parts, all as hereinafter described and pointed out in the claims.

Referring to the accompanying drawings, the letters A, A' designate the draw-heads, having therein the usual flaring mouthed chambers B to receive the coupling bar or link C, which in the present construction consists of a solid bar, having at each end a hook *a*. The hook at one end of the link or bar is formed upon one face thereof while that at the opposite end is upon the other face, so that the two hooks are opposite to each other. The engaging shoulders *a'* of the hooks are under-cut, and the ends of the bar are tapered or pointed, as shown. The upper and lower walls of the chambers B in the draw-heads are formed each with an oblong vertical slot *b*, which are engaged by the transverse pin *c* of a yoke E, having the parallel arms *d*, *d*,

which embrace the upper and lower faces of the draw-head, and project beyond the lateral surface thereof, where they are connected by a transverse rod or bar D. Bearing upon said rod or bar D is a flat spring F secured at its rear end to the draw-head. The top walls of the chambers B are recessed at *e* to receive the pins *c* when they are withdrawn from engagement with the coupling bar or link. The yokes E are arranged oppositely to each other upon the two draw-heads, as shown, and connected to the transverse rod or bar D of each is a pull rod G, said rods projecting into position to be operated from the side of the cars, that of one draw-head from one side, and that of the other draw-head from the other side.

In coupling, the pivoted end of the coupling bar or link enters the chamber B of the opposing draw-head, riding under the pin *c*, which is held down by the spring F, forcing said pin upwardly until it is passed by the shoulder of the hook, when the pin is forced into engagement therewith, and a secure coupling is effected.

To uncouple, one of the rods G is pulled, withdrawing the pin *c* from engagement with the bar or link, permitting the latter to be drawn out of the draw-head. The pins *c* are preferably removable from the yoke, so that in case it is desired to couple with a car carrying the ordinary link and pin coupling it may be readily effected.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a car coupling, the combination with the draw-heads having the chambers therein, the slots in the walls of said chambers, the yokes having the transverse pins engaging said slots and extending across the said chambers, the transverse rod or bar D of said yoke, the spring bearing thereon, the pull-rod attached to said bar or rod, and the coupling bar or link having the hooks thereon, substantially as specified.

2. In a car coupling, the combination with

a draw-head having the walls of its chamber formed with oblong slots, the transverse pin engaging said slots, the recess in the wall of said chamber for said pin, the yoke carrying
5 said pin, the transverse rod or bar D of said yoke, the spring bearing on said bar, and the uncoupling rod attached to said bar, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

JAMES L. ADCOCK.
WILLIAM L. TIPPETT.
HORACE G. MOSS.

Witnesses:

JAS. A. CREWS,
B. S. ROYSTER.