

(No Model.)

J. J. HOGAN & R. A. MILLER.

CAR COUPLING.

No. 320,062.

Patented June 16, 1885.

Fig. 1.

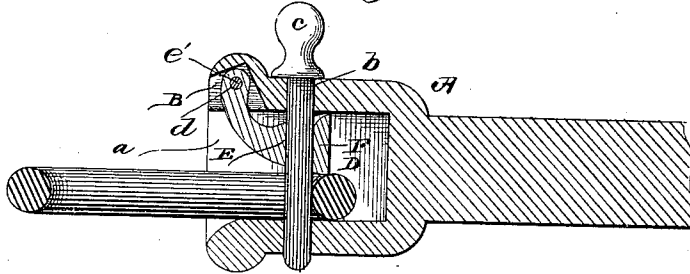


Fig. 2.

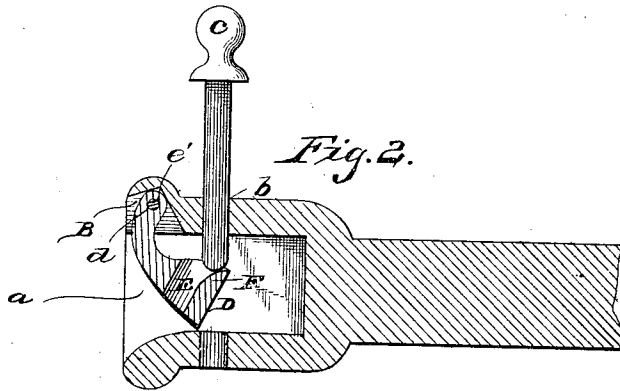


Fig. 3.

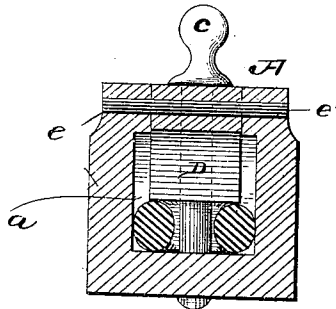
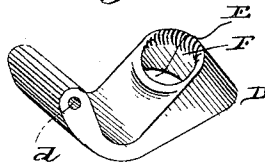


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN JAMES HOGAN AND RUDOLPH ALBERT MILLER, OF GALVESTON,
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 320,062, dated June 16, 1885.

Application filed March 19, 1885. (No model.)

To all whom it may concern:

Be it known that we, JOHN J. HOGAN and RUDOLPH A. MILLER, citizens of the United States, residing at Galveston, in the county of Galveston and State of Texas, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification, reference being had to the accompanying drawings.

Our invention relates to car-couplings, and it has for its object to provide a device of this character which shall be automatic in its action, simple in its construction, positive and effective in operation, and one that will be strong and durable.

A further object of the invention is to provide improved means for supporting the link in a horizontal position, so that it will engage the draw-head of the adjacent car.

The invention consists in the improved construction and combinations of parts hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a longitudinal vertical section of a draw-head having our improvements applied thereto and showing the position of the parts when the pin is in engagement with the link. Fig. 2 is a longitudinal vertical section showing the pin raised. Fig. 3 is a transverse section, and Fig. 4 is a detail view of the pin-support detached.

In the accompanying drawings, in which like letters of reference indicate corresponding parts in all the figures, A represents the draw-head, which is, as usual, formed with an opening, *a*, and a vertical passage or opening, *b*, to receive the coupling-pin *c*, of any well-known construction.

The draw-head A is provided on its inner upper side, at the forward end thereof, with a seat or recess, B, and communicating with said recess or seat B are transverse holes or openings C.

D represents a pivoted pin-support, which is weighted at its rear end and provided with a hole or opening, E, having an inclined rear side wall, F. The forward or front end of the pin-support D is turned upwardly and is

provided with a transverse passage or opening, *d*. The said upturned front end of the pin-support D is pivoted in the recess or seat B by means of a rod, *e*, which passes through the holes or openings C in the draw-head and the passage *d* in the pin-support D. The said upturned front end of the pivoted pin-support D is rounded so that it may readily and easily work or turn in the recess or seat B.

When the cars are uncoupled, the rear end of the pivoted pin-support D rests upon the bottom of the draw-head just in front of the pin-opening, and the pin *c* rests and is supported by the inclined rear side wall, F. When the link of the adjacent car enters the draw-head and strikes the pin support and raises the same, thus throwing the hole or opening E into alignment with the pin-openings of the draw-head and allowing the pin to drop into engagement with the same, said pin slides down upon the inclined side wall F of the opening E.

When the pin-support is lowered and the pin in engagement with the link, the rear end of said support bears upon the rear end of the link and holds the same in a horizontal position, thus obviating the necessity of an attendant guiding the link to the opening of the draw-head of an adjacent car.

The coupling before described is simple in its construction, thoroughly effective and positive in its operation, strong and durable, and not likely to get out of order.

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

As an improvement in automatic car-couplings, the draw-head A, having a recess, B, in its upper side at the forward end, in combination with the curved pin-support D, pivoted at its upper end within the recess, and having its lower end enlarged so as to rest by its own weight upon the bottom of the draw-head forward of its vertical passage, and a pin-opening, E, provided through the enlarged lower end of the support, the rear wall, F, of the opening being inclined down-

wardly from the top, and adapted to support
the pin, arranged and operating as described,
whereby when the cars are coupled the link
rests upon the bottom of the draw-head and
5 the pin-support lies with the bottom face of
its weighted lower end above and upon the
end of the link so as to hold the latter in a
horizontal line, as set forth.

In testimony that we claim the foregoing
as our own we have hereto affixed our signa-
tures in presence of two witnesses.

JOHN JAMES HOGAN.

RUDOLPH ALBERT MILLER.

Witnesses:

JAMES M. CARR,

AUGUST J. HENCK.