

(No Model.)

C. C. NEFF.
CAR COUPLING.

No. 478,125.

Patented July 5, 1892.

Fig. 1.

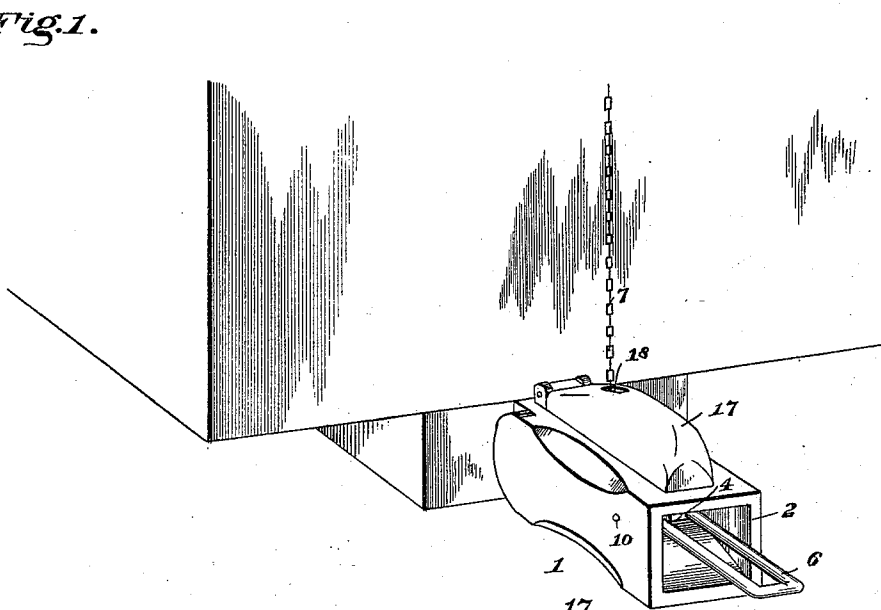


Fig. 2.

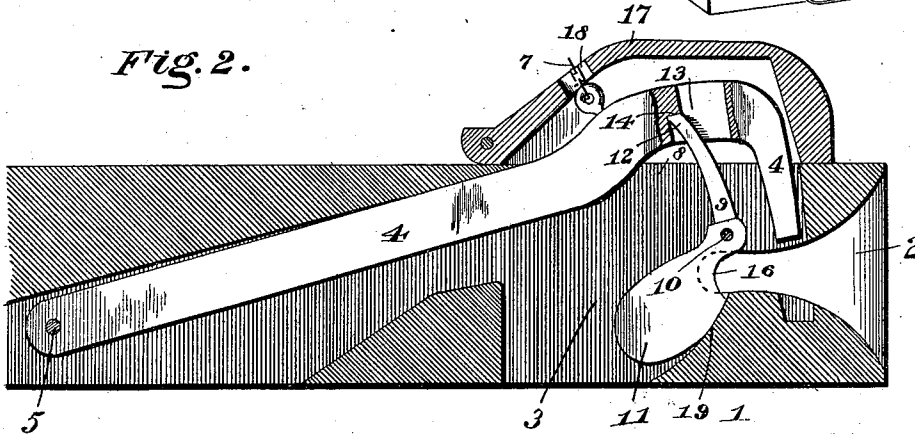
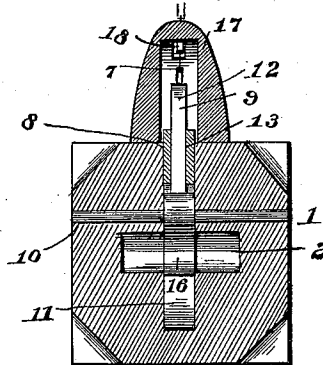


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

CHAPIN C. NEFF, OF GOOD HOPE, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 478,125, dated July 5, 1892.

Application filed February 29, 1892. Serial No. 423,186. (No model.)

To all whom it may concern:

Be it known that I, CHAPIN C. NEFF, a citizen of the United States, residing at Good Hope, in the county of McDonough and State of Illinois, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

The object of the present invention is to simplify and improve the construction of car-couplings and to provide one which will enable cars to be automatically coupled and to be uncoupled without necessitating a train-hand going between the cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a draw-head having a mouth 2 and provided with a longitudinal opening 3, in which is arranged a coupling-hook 4, having its rear end pivoted by a transverse pin 5 and having its front end adapted to engage a link 6. The front end of the hook 4 is adapted to be raised by a chain 7 through a slot 8 in the top of the draw-head to release the link for uncoupling, and it is held in an elevated position preparatory to coupling by a pivotally-mounted support 9, arranged in the longitudinal opening of the draw-head. The hook-support 9 is mounted on a horizontal pivot 10. It has its lower end 11 weighted and it is provided at its top with an upward-projecting tongue 12, arranged in a slot 13 of the hook and adapted to engage a shoulder 14 thereof to support the hook in an elevated position, as illustrated in Fig. 2 of the accompanying drawings. Cars are coupled automatically by means of a link 15 striking the hook-support below the pivotal point and throwing the tongue out of engagement with the shoulder, thereby allowing the hook to drop. The link engages the hook-

support just below the pivot, and the hook-support is provided at this point with a curved notch 16. The upper end of the tongue of the hook-support and the hook when elevated project through the slot of the draw-head and extend above the latter, and in order to protect these parts a cap 17 is provided. The cap 17 is hinged at its inner end to the draw-head, and it is provided with an opening 18, through which the chain for raising the hook passes, and the chain leads to the top of the car or to the sides thereof. The weighted portion of the hook-support is arranged at a slight angle to the tongue, in order to throw the latter rearward to engage the shoulder 14, and when in such engagement the weighted portion rests against a shoulder 19, in order to make the support positive and to prevent the hook being dropped by a slight jarring of the parts.

It will be seen that the car-coupling is simple and comparatively inexpensive in construction, that the parts may be readily set for automatic coupling, and that cars may be readily uncoupled without going between them.

What I claim is—

1. In a car-coupling, the combination of a draw-head, a coupling-hook mounted therein, and a hook-support pivotally mounted in the draw-head between the sides of the same and adapted to engage the coupling-hook to hold the latter elevated and to be carried out of engagement with the coupling-hook by a link to cause the hook to fall, substantially as described.

2. In a car-coupling, the combination of a draw-head, a coupling-hook pivoted therein and provided near its front end with a slot and having a shoulder, and a weighted hook-support pivotally mounted in the draw-head and provided with a tongue arranged in the slot of the hook and adapted to engage the shoulder thereof to support the hook, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

CHAPIN C. NEFF.

Witnesses:

JOHN CREEL,
J. A. CREEL.