

(No Model.)

J. HORSLEY & S. T. JULL.

CAR COUPLING.

No. 326,218.

Patented Sept. 15, 1885.

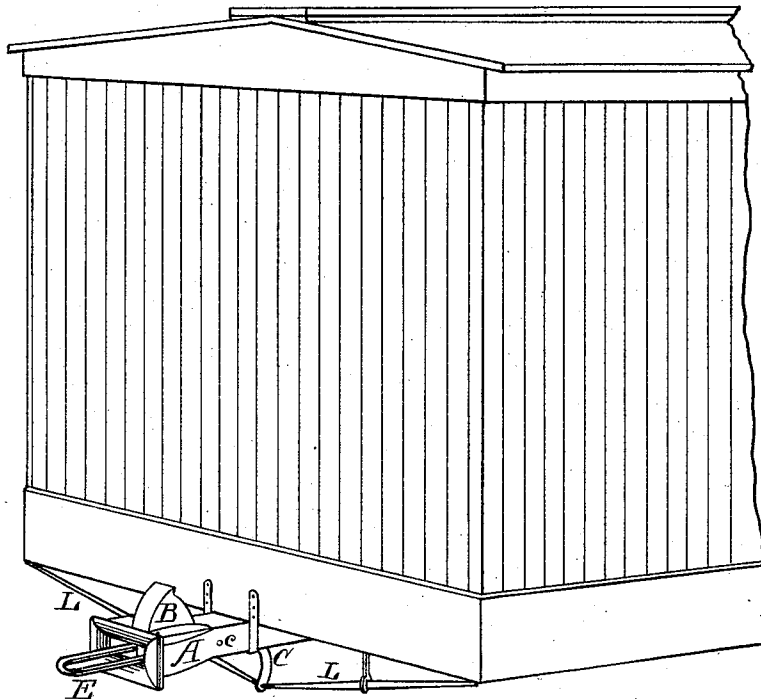


Fig. 1.

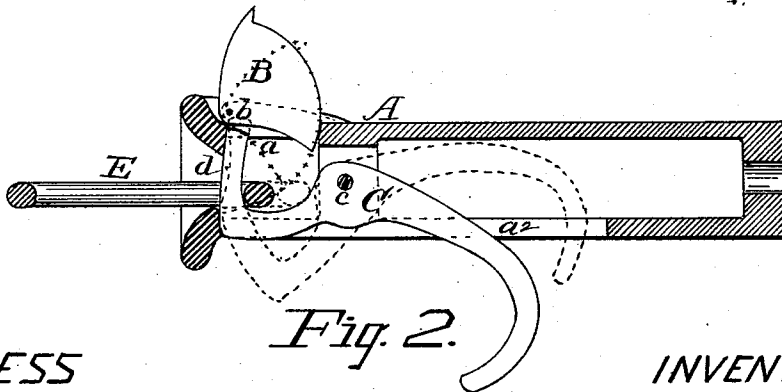


Fig. 2.

WITNESS

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UNITED STATES PATENT OFFICE.

JAMES HORSLEY, OF MILLERSTOWN, PENNSYLVANIA, AND SAMUEL T. JULL, OF CLEVELAND, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 326,218, dated September 15, 1885.

Application filed February 20, 1885. (No model.)

To all whom it may concern:

Be it known that we, JAMES HORSLEY, of Millerstown, in the county of Butler and State of Pennsylvania, and SAMUEL T. JULL, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification.

The nature and objects of this invention will fully appear from the subjoined description when considered in connection with the accompanying drawings, in which—

Figure 1 is a perspective view of a car having our improved coupler attached. Fig. 2 is a longitudinal section of our improved coupler, showing interior construction and arrangement of the working parts.

A is a draw-head of the usual form and dimensions, and is provided on its upper side with an opening, *a*, in which is arranged one of the devices which comprises one of the elements of our improvement, and in the under side is provided a long slotted opening, *a*², in which is arranged the second element comprising our invention.

B is a triangular block pivoted at *b* to swing in the aforesaid opening *a*. Two edges of this block are curved outwardly, while the third or under side is curved inwardly.

C is a hooked lever playing in the under-side slot *a*². It is fulcrumed on a cross-pin, *c*, fixed in the sides of the draw-head A. This lever is of peculiar shape, it being provided at its forward end with an upright arm, *d*, which constitutes the coupling-pin. The opposite or rear end is curved downward, and is connected to levers L L, under the end sill of the car, by which the said lever is operated in uncoupling the car.

The operation of coupling is automatic and is performed in the following manner.

In the drawings, the link E is shown in

place in the draw-head, with the arm *d* up in place and holding the link. In this position the block B is held up by the arm *d*. This arm or coupling-pin *d*, it will be here noticed, rests squarely against the shoulders formed by the opening *a* and slot *a*², so that the strain is not upon the pivot-pin *c* of the lever C. Now, to uncouple, the rear end of the lever C is carried upward. This carries the arm *d* down and releases the link without slack, and the block B also drops down, with its lower point resting on the end of the arm *d*. The lever and block will then be in the position represented by the dotted lines, and will be kept or held in that position by block until it is pushed back.

To couple, the link pushes the block back, and then the lever, being thus released, drops its rear end, and the front end rises and catches the link, thereby completing the operation without the necessity of handling the link.

This coupler will work in connection with any other link-coupler now in use.

The block B also serves as a balancer to hold the link in a horizontal position in making a coupling with the opposite car. The lower point rests on the link, as shown in star lines in Fig. 2, thus balancing the weight of the link projecting out from the draw-head.

Having described our invention, we claim—

The combination, with the draw-head A, having the opening *a* and slot *a*², of the block B, pivoted in the opening *a*, and the hooked lever C, fulcrumed in the slot *a*², said parts being constructed and operating substantially as and for the purpose specified.

JAMES HORSLEY.
SAMUEL T. JULL.

Witnesses:

E. W. LAIRD,
GEO. W. TIBBITTS.