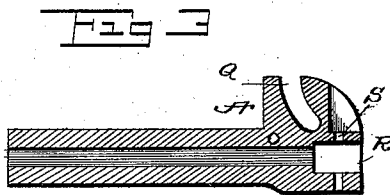
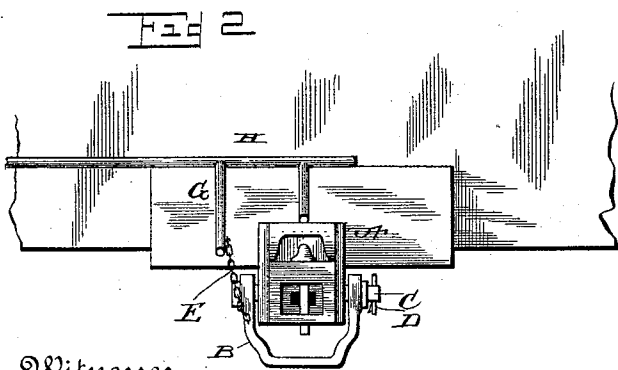
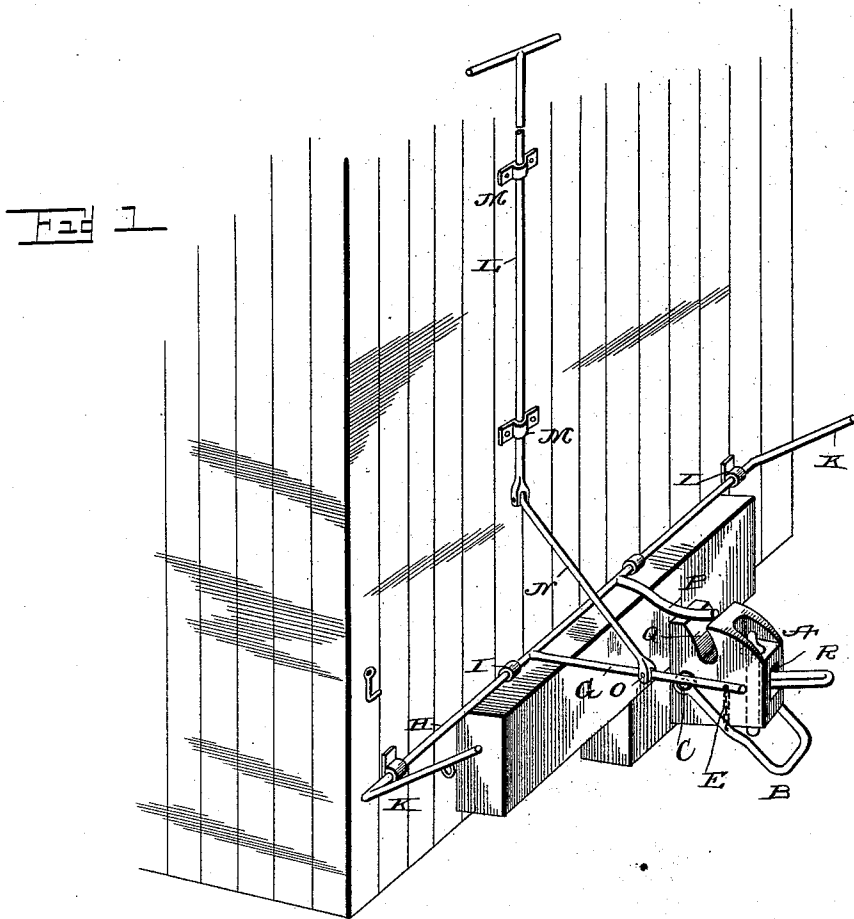


(No Model.)

W. H. HOOPER.
CAR COUPLING.

No. 487,030.

Patented Nov. 29, 1892.



Witnesses

Johnnie Laurie
Ralph Daskam.

Inventor

William H. Hooper

By his Attorney

John Wedderburn

UNITED STATES PATENT OFFICE.

WILLIAM H. HOOPER, OF MOSCOW, IDAHO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 487,030, dated November 29, 1892.

Application filed June 10, 1892. Serial No. 436,220. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. HOOPER, of Moscow, in the county of Latah and State of Idaho, 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 appertains to make and use the same.

My invention relates to an improved form of car-coupling, its object being to provide a car-coupling which can be operated either from the top or sides of the car and which when attached to a car does not displace the link-and-pin coupling now commonly used, but leaves the latter in position to be used when it is desired to connect a car provided with my improved coupling with one not so provided.

My invention resides more especially in the novel arrangement, construction, and combination of parts hereinafter fully specified, and set forth in the claims.

In the accompanying drawings, Figure 1 is a perspective view of the entire structure as it will appear when attached to a car. Fig. 2 is an end elevation of the coupling, and Fig. 3 is a longitudinal section of the draw-head.

A represents the draw-head, which is attached to the car in exactly the same manner as are the draw-heads that are now in general use and is of the same size, except the front part, which is somewhat heavier to make it sufficiently strong to accommodate the two kinds of coupling—viz., the new clevis-coupling and also the old style link-and-pin coupling. A clevis B is pivotally attached to each draw-head by a pin C, which passes through a hole in the draw-head and is secured therein by a spring-key D, inserted in the end of the clevis-pin so as to keep it from working from its place. The clevis is attached by a chain E to an arm G, which projects from a shaft H, working in four or more large eyes I, secured to the end of the car. The shaft H is bent at right angles at each end to form arms or handles K for rotating the shaft, and thus raising the arm G and the clevis B. The clevis may

also be raised from the top of the car by lifting the rod L, sliding in eyes M on the car, to the lower end of which rod is jointed the link N, which is jointed at O to the arm G. The shaft H also carries an arm P, which when lowered drops over the mouth of the slot or hook Q in the top of the draw-head, which receives the clevis from the opposite draw-head. It will be observed that the slot opens in a rearward direction, thus holding the clevis more securely. The arm P prevents the clevis C from bouncing out of the slot Q when the cars are coupled and in motion, and it also prevents the clevis B from dropping below its normal position when not in use in coupling, which position is shown in Fig. 1. The draw-head is also provided with a mouth R and vertical perforations S to receive the link and pin of the old style of coupling, as is shown in Fig. 1.

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

1. In a car-coupling, the combination of a draw-head recessed at its upper surface to receive and hold a clevis, with a clevis pivotally suspended from the draw-head, a shaft pivotally connected with the car, and two arms extending at right angles to said shaft, one of which is connected to said clevis, while the other extends directly over said recess, substantially as and for the purpose set forth.

2. In a car-coupling, a draw-head provided at its front end with a mouth adapted to receive a link and recessed at its upper surface to receive and hold a clevis, with a clevis pivotally suspended from the draw-head, a shaft pivotally secured to the car, the ends of said shaft being bent at right angles, and two arms extending at right angles from and secured to said shaft, one of said arms being adapted to raise and lower said clevis, while the other is adapted to hold said clevis in said recess, substantially as and for the purpose set forth.

3. In a car-coupling, the combination of a draw-head recessed at its upper surface to receive and hold a clevis, with a clevis pivotally suspended from the draw-head, a shaft

pivotally connected with the car, two arms
extending at right angles to said shaft, one
of which is connected to said clevis, while the
other extends directly over said recess, and
5 means for raising or lowering said arms from
the top of the car, substantially as and for
the purpose set forth.

In testimony whereof I have signed this
specification in the presence of two subscrib-
ing witnesses.

WILLIAM H. HOOPER.

Witnesses:

L. F. WILLIAMS,
J. B. WEST.