

(No Model.)

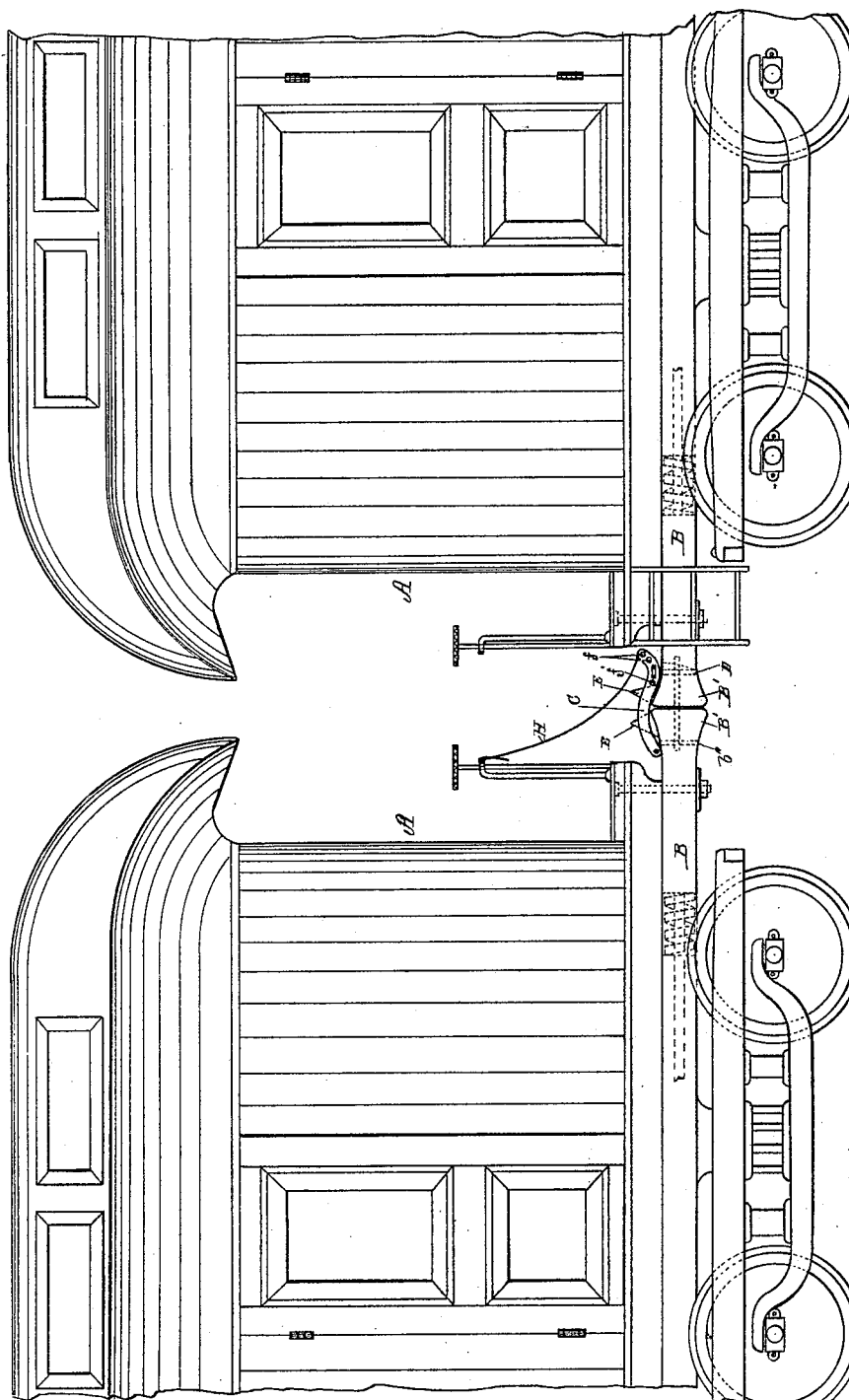
2 Sheets—Sheet 1.

O. HOOD.
CAR COUPLING.

No. 479,881.

Patented Aug. 2, 1892.

Fig. 1.



Witnesses.

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Alice A. Perkins.

Inventor.

Otis Hood.
by Urban Andren.
his atty.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

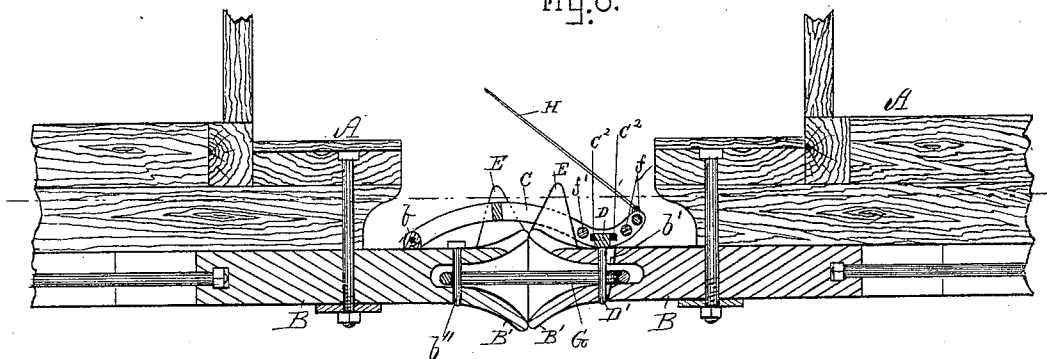


Fig 2.

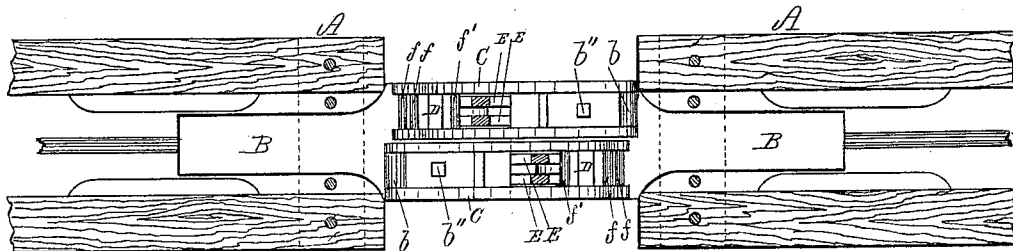


Fig. 4.

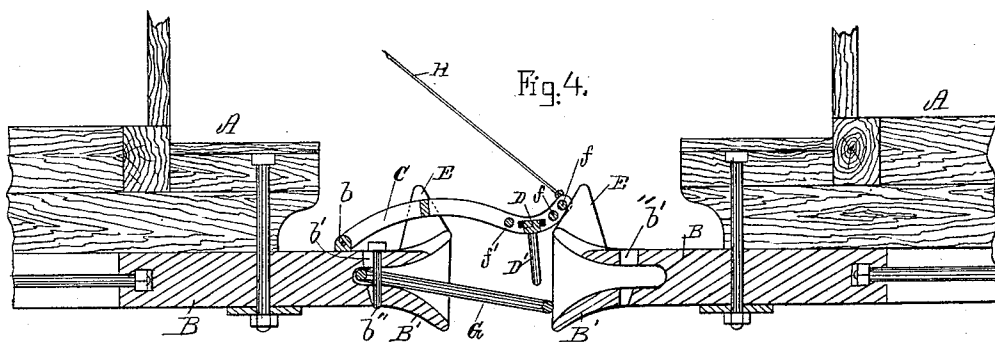
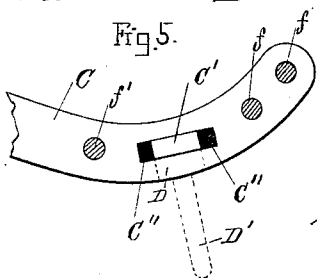


Fig 5.



Witnesses.

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UNITED STATES PATENT OFFICE.

OTIS HOOD, OF ONSET, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 479,881, dated August 2, 1892.

Application filed April 4, 1892. Serial No. 427,590. (No model.)

To all whom it may concern:

Be it known that I, OTIS HOOD, a citizen of the United States, and a resident of Onset, in the county of Plymouth and State of Massachusetts, have invented new and useful Improvements in Car-Couplings, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in car-couplings for the purpose of automatically coupling railway-cars together without danger or injury to the operator, and it is carried out as follows, reference being had to the accompanying drawings, wherein—

Figure 1 represents a side elevation of a pair of cars coupled together by my improved device. Fig. 2 represents a top plan of the improved car-coupler shown as coupled to another one of like construction. Fig. 3 represents a longitudinal section of Fig. 2. Fig. 4 represents a longitudinal section of the improved car-couplers shown in the act of being coupled together, and Fig. 5 represents a detail side view of the outer end of one of the pivoted shackle-frames.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

A A represent a pair of railway-cars, on which B B are the bunters or draw-bars, having flaring mouths or link-sockets B' B', as is usual in car-coupling devices. To the top of each draw-bar is pivoted at *b* a swinging shackle-frame C, having lateral slots C', in which is loosely held the cross-bar D, having secured to it a downwardly-projecting shackle-pin D', as shown in the drawings.

On opposite sides of the cross-bar D are located in the slot C' elastic packings C'' C'' for the purpose of allowing the shackle-frame C to yield longitudinally when the cars are coupled together, and thus relieve the said shackle-frame from undue strain.

E E are upwardly-projecting cams or inclines on the outer ends of the draw-bars B B, which serve to elevate the shackle-frame on the opposite bunter as the cars approach each other, and for this purpose I provide the outer end of each shackle-frame with one or more anti-friction-rollers *ff*, which during the coup-

ling operation come in contact with the wedge E E, causing said shackle-frame C and its shackle-pin D' to rise sufficiently upward to enable the pin D' to pass between the said wedges E E above the mouth B', and finally to be automatically guided into a perforation *b'* in the draw-bar and through the link G, which is connected in its opposite end to the opposite draw-bar by means of a pin *b''*, as shown in the drawings. Each shackle-frame C has an anti-friction roller *f'* journaled on its back of the shackle-pin D' for the purpose of guiding the latter into the perforation *b'* after said shackle-frame has been raised to its highest point, when said roller *f'* will come in contact with and roll against the rear face of the wedges E E. The cars can be unshackled without going between them simply by pulling on a cord H, attached to the shackle-frame, as shown in the drawings.

This improved car-coupler may be coupled to any of the ordinary draw-bars simply by swinging the shackle-frame C out of operative position and coupling the link by the usual link-pins.

It will be noticed that each draw-bar has a pivoted shackle-frame adapted to be actuated by wedges on the opposite draw-bar, the shackle-frame on one draw-bar being arranged to one side of the shackle-frame on the opposite draw-bar, so as to provide for automatic coupling of one car with either of the ends of another car.

Having thus fully described the nature, construction, and operation of my invention, I wish to secure by Letters Patent and claim—

1. The herein-described automatic car-coupler, consisting of draw-bars having flaring mouths and a link connected to one of the draw-bars, combined with a shackle-frame pivoted to one of the draw-bars and having a yielding shackle bar and pin mounted in slots in said shackle-frame, one or more anti-friction rollers on the latter, and wedge-shaped projections and a locking-perforation on the opposite draw-bar, substantially as and for the purpose set forth.

2. The herein-described automatic car-coupler, consisting of a pair of flaring-mouthed draw-bars, each one having a link adapted to

be connected to the opposite draw-bar, a piv-
oted shackle-frame, a yielding shackle bar
and pin mounted in slots in said shackle-
frame, one or more anti-friction rollers on the
5 latter, and wedges and a locking-perforation
for automatically guiding the locking-pin on
the shackle-frame through the locking-per-
foration and the link, the device on one draw-
bar being arranged to one side of the corre-
10 sponding mechanism on the opposite draw-

bar, substantially as and for the purpose set
forth.

In testimony whereof I have signed my
name to this specification, in the presence of
two subscribing witnesses, on this 1st day of 15
March, A. D. 1892.

OTIS HOOD.

Witnesses:

ALBAN ANDRÉN,

ALICE A. PERKINS.