(No Model.)

J. GORNY.

CAR COUPLING.

No. 346,039. Patented July 20, 1886.

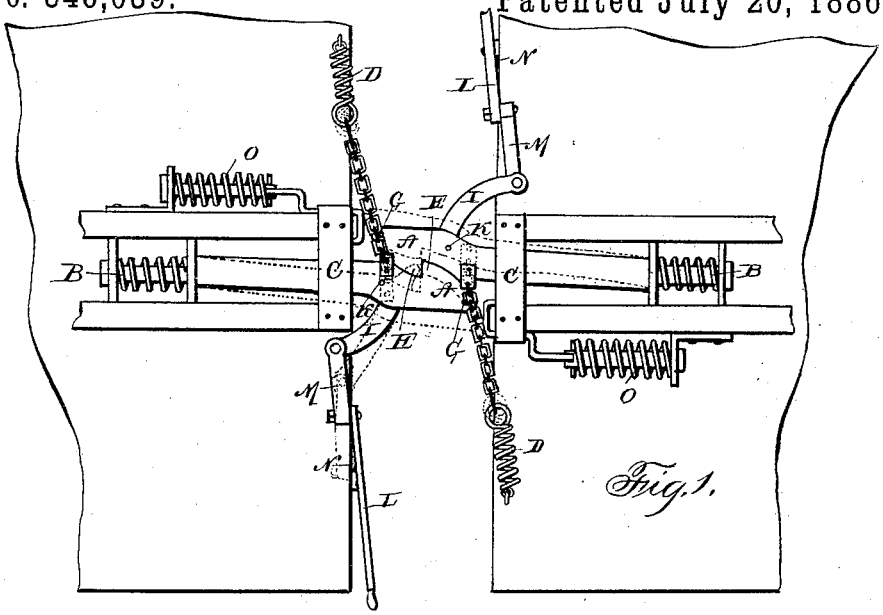

Fig. 1.

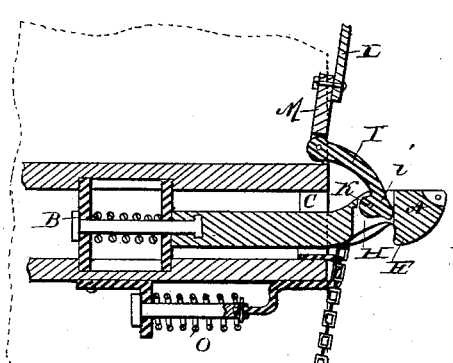

Fig. 2.

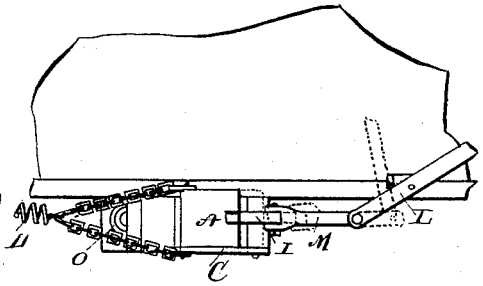

Fig. 3.

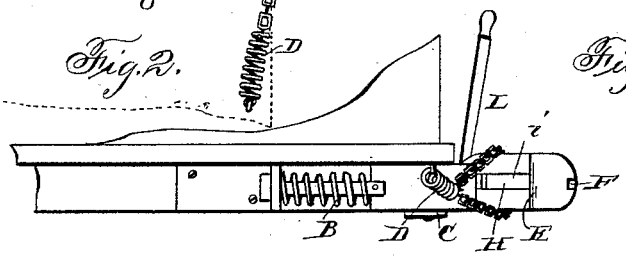

Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE.

JACOB GORNY, OF HOUSTON, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 346,039, dated July 20, 1886.

Application filed May 3, 1886. Serial No. 200,993. (No model.)

To all whom it may concern:

Be it known that I, JACOB GORNY, a citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to an improvement in car-couplings; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is a bottom plan view of a pair of car-couplings embodying my improvement coupled together. Fig. 2 is a horizontal longitudinal section. Fig. 3 is an end elevation. Fig. 4 is a side elevation.

A represents the draw-head, which is pivoted at one end under the bottom of the car, and is provided with the usual buffer-spring, B. A keeper, C, depends from the end of the car and passes around the shank of the draw-head, and the said keeper is of sufficient size to enable the outer end of the draw-head to be moved either laterally or vertically. A spring, D, bears against one side of the draw-head, so as to keep it normally engaged with one side of the keeper C. The outer end of the draw-head forms a hook, E, having an inclined front side, and in the front end of said hook is made a recess or slot, F, which is intersected by a vertical opening, G. In rear of the slot F, and extending across the draw-head behind the shoulder or lip of the hook, is a transverse horizontal slot, H.

I represents a curved arm having a head, *i*. This arm passes through the slot H, and is pivoted therein by means of a pin, K, and the head of the said arm has its outer side curved to correspond with the contour of the draw-head in rear of the hook thereof.

L represents a lever, which is pivoted to the front end of the car, and has its lower end connected to the outwardly-extending arm I by means of a link, M. A detent, N, is secured to the front end of the car, and is adapted to engage the lever L, when the latter is moved to the position shown in dotted lines in Fig. 3, so as to withdraw the outer end of the draw-head laterally against the tension of the spring D to the position shown in dotted lines in Fig. 1. When thus withdrawn, the head of the arm I moves outwardly and projects in rear of the lip of the hook, so as to force the other draw-head laterally, and thereby cause the said draw-heads to become uncoupled.

O represents a spring actuated buffer, which is arranged alongside the draw-head, to receive the impact of the other draw-head when the cars come together to be coupled, so as to prevent the cars from being severely jarred.

It will be readily understood from the foregoing description that when the levers L are released from the detent M and the cars are run together they become automatically coupled. In order to uncouple the cars, it is only necessary to draw one of the draw-heads laterally by means of its lever L, as hereinbefore described, thereby causing the head of the curved arm I to move the other draw-head laterally, so as to disengage the hooks of the draw-heads.

A car-coupling thus constructed is cheap and simple, is strong and durable, is automatic in operation, and is not likely to become accidentally detached.

By providing the recess F and the opening G at the outer end of each draw a car provided with my improved coupling may be coupled to a car having the usual pin-and-link coupling, as will be very readily understood.

By making the draw-head vertically movable in the keepers C cars of different height may be coupled together.

Having thus described my invention, I claim—

The combination, in a car-coupling, of the laterally and vertically movable draw-head having the hook at its outer end, the keeper C, depending from the lower side of the car, and in which the draw-head is confined, the spring D, connected to one side of the draw-head and bearing thereon, and the arm I, pivoted in a slot in the draw-head, and having the head *i* projecting in rear of the lip or shoulder of the hook, and the lever fulcrumed to the end of the car and connected to the arm I, substantially as described.

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

JACOB GORNY.

Witnesses:
G. H. TIPS,
JOHN WM. PINDER.