G. C. SCHOW.

Car-Coupling.

No. 162,197. Patented April 20, 1875.

Fig. 1.

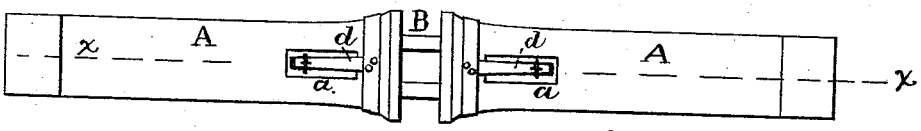


Fig. 2.

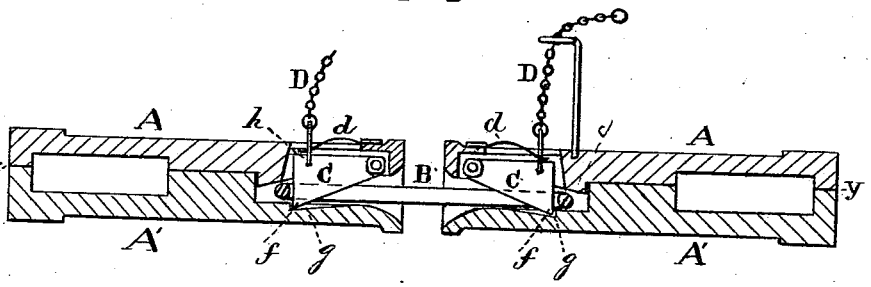


Fig. 3.

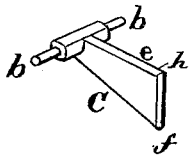
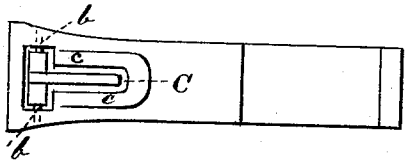


Fig. 4.



Witnesses:

H. A. Daniels

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UNITED STATES PATENT OFFICE.

GILBERT C. SCHOW, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **162,197**, dated April 20, 1875; application filed June 18, 1874.

To all whom it may concern:

Be it known that I, GILBERT C. SCHOW, of the city of Chicago, in the county of Cook and State of Illinois, have invented a certain new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawing, which forms a part of this specification, and on which—

Figure 1 is a top view. Fig. 2 is a longitudinal vertical section, in the plane indicated by the line *x x* in Fig. 1. Fig. 3 is a perspective view of the lock or swing bolt used in combination with my invention, and Fig. 4, represents a view or plan of the under side of the top casting of a draw-head having my improvement.

Similar letters of reference indicate corresponding parts in all the figures.

My invention relates to that class of car-couplings in which the coupling is effected automatically by a lock swing-bolt or lever-catch, placed vertically within the link-receiving chamber in each draw-head; and it consists in so shaping the top casting of the draw-head that a projecting ridge or flange thereon will fit snugly into the link-receiving chamber in the under casting, thereby adding great strength and solidity to the draw-head, as hereinafter more fully set forth and explained.

A A′ denotes the draw-head, which is made in two pieces or castings, a top casting, A, and an under casting, A′. The line *y y* in Fig. 2 shows the plane connection of these two separate castings, which are held together by bolts or screws, in the usual manner. C is the lever-catch, which is pivoted at *b* in the top casting of the draw-head, and swings vertically through the slot *a*, Fig. 1, in said casting. This slot is encircled, at its rear end within the draw-head, by a downward-projecting horse-shoe-formed flange, *c*, Fig. 4, which, when the top casting is placed in its proper position upon the under casting, fits snugly within the link-receiving chamber, thereby preventing lateral motion of that part of the draw-head which has the greatest strain to sustain. *d* is a spring, secured on the top of the draw-head in such a manner as to press upon the top side *e* of the lever-catch C, through the slot *a*. The lower point *f* of the said lever-catch rests within a recess or catch-socket, *g*, in the bottom of the link-receiving chamber, thereby preventing lateral motion of the catch. D is a chain, secured to the top of the lever-catch in such a manner as to straddle the spring *d* at *h*. This chain serves to raise the catch-lever C when it is desired to uncouple the cars. B denotes the link.

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

In a draw-head constructed of two parts, A A′, stationary in their relation to each other, the horse-shoe-formed brace or shoulder *c*, cast in one piece with the top A, and projecting into a corresponding recess in the bottom part A′, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in presence of two witnesses, this 18th day of March, A. D. 1874.

GILBERT C. SCHOW.

Witnesses:

PETTER C. N. PEDERSEN,

WM. BAGGER.