J. KING.

CAR-COUPLING.

No. 183,683. Patented Oct. 24, 1876.

Fig. 1.

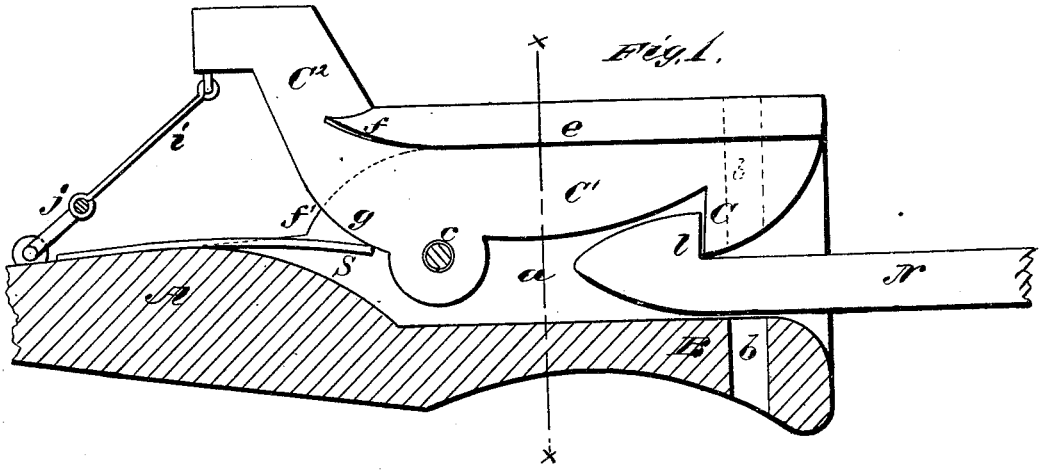


Fig. 2.

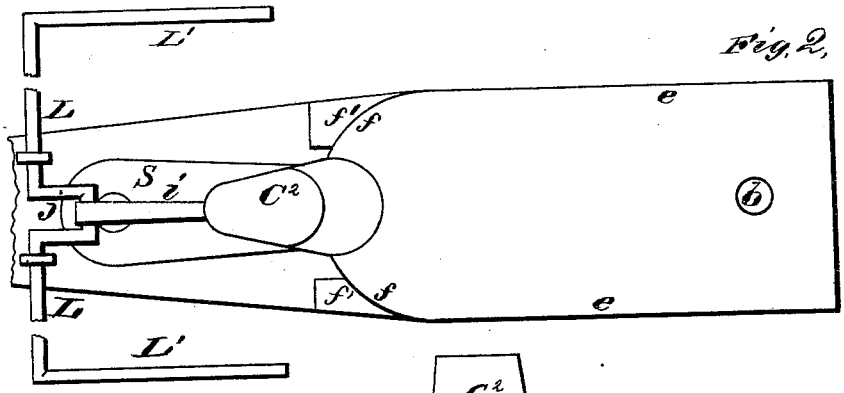
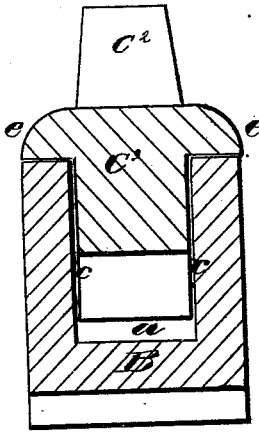


Fig. 3.



WITNESSES

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JACOB KING, OF GREENVILLE, OHIO.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **183,683**, dated October 24, 1876; application filed June 24, 1876.

To all whom it may concern:

Be it known that I, JACOB KING, of Greenville, in the county of Darke and State of Ohio, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinat vertical section of my car-coupler; and Fig. 2 is a plan view of the same. Fig. 3 is a transverse vertical sectional view thereof.

This invention has relation to devices for coupling railway-cars; and the nature of my invention consists in a draw-bar having an enlarged channeled head on one end, into which a hooked tongue, formed on an angular lever, is applied, which lever is angular and provided with means for raising the hook when it is desired to uncouple, as will be hereinafter explained.

In the annexed drawings, A designates part of a draw-bar, on the end of which a coupling-head, B, is formed, which is channeled so as to form a chamber, *a*, having parallel sides and a horizontal floor. The front end of the head B is flaring, and may be perforated, as shown at *b*, to receive a coupling-pin when an ordinary loop or link is used. C designates a hook, which is formed on a tongue, C^1, that is free to play up and down in the chamber *a*. The tongue C^1 is connected to the head B by means of a transverse pivot-pin, *c*, and this tongue is constructed with an angular extension or goose-neck, C^2, also with a cap, forming flanges *e e* that are curved upward at their rear ends, as shown at *f*, so as to rock freely on the rounded surfaces *f'* of the head B. Just in rear of the pivot-pin *c* is a cam-surface, *g*, against which bears a strong spring, S, fastened to the top of the draw-bar, as shown in the drawings. To the overhanging extension C^2, a rod, *i*, is attached, which is connected to the crank *j* of a shaft, L. A lever-handle, L', is applied on one end of the crank-shaft by means of which a person on the platform of a car, or on one side of a car, can easily effect an uncoupling. The link or coupling bar N is constructed with engaging shoulders or hooks *l* and beveled ends, which will automatically enter the head B, when cars come together, and effect a coupling.

I claim—

The combination, with the coupling-head B, of the tongue C^1, having the rear angular extension C^2, the rod *i*, and crank-shaft L, operating in the manner described, and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JACOB KING.

Witnesses:

CHAS. G. MATCHETT,

URIAS WEAVER.