M. C. MOHR & N. F. LAWRENCE.

CAR-COUPLING.

No. 183,959. Patented Oct. 31, 1876.

Fig: 1.

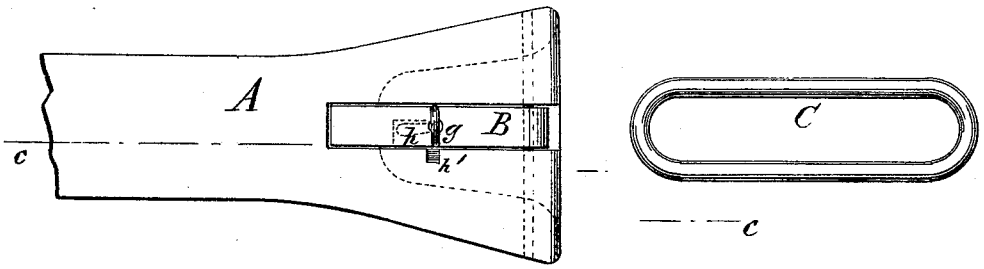


Fig: 2.

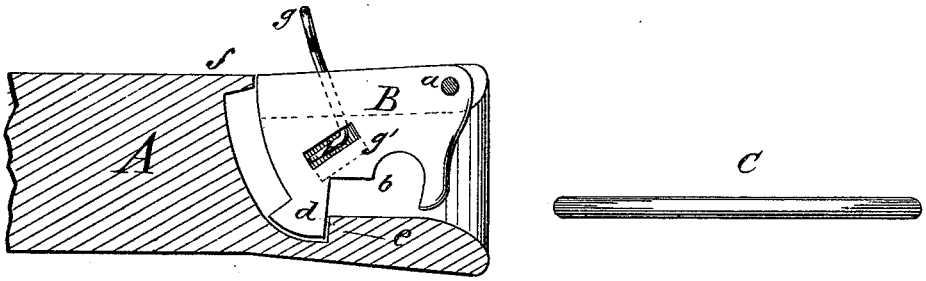
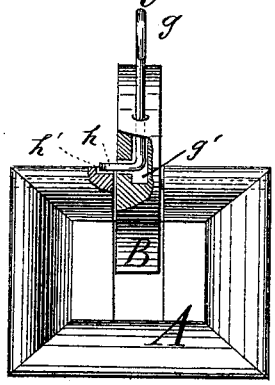


Fig: 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

MARTIN C. MOHR AND NEWTON F. LAWRENCE, OF MANCHESTER, IOWA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **183,959**, dated October 31, 1876; application filed April 4, 1876.

To all whom it may concern:

Be it known that we, MARTIN C. MOHR and NEWTON F. LAWRENCE, of Manchester, county of Delaware and State of Iowa, have invented a new and Improved Car-Coupling, of which the following is a specification:

Figure 1 represents a top view, and Fig. 2 a vertical longitudinal section, and Fig. 3 a front view, of our improved car-coupling.

Similar letters of reference indicate corresponding parts.

Our invention relates to an improved automatic car-coupling that locks with the common link-and-pin coupling in perfectly safe and reliable manner, and without danger.

The invention will first be fully described, and then pointed out in the claim.

The swinging block is retained by a side recess and a swinging latch-shaped handle-pin of the draw-head in raised uncoupled position. Top and bottom shoulders of the draw-head, in connection with an extension of the block, secure the extent of swinging motion in the block.

In the drawing, A represents a draw-head, of the usual shape and size, and tapering mouth, to the slotted top part of which is centrally applied the weighted block B, that is pivoted to a cross-pin, *a*, at the upper front part of the draw-head. The weighted block swings backward and upward on the entrance of the coupling-link C, which is of the shape of the common link in use, and held in horizontal position by an angular recess of the weighted block. The link strikes against the inclined front part of the block B, and raises the same until, by passing beyond the front end into a middle recess, *b*, of the block, the block is allowed to drop and couple the same.

The weighted block B has a shoulder or catch, *d*, at the lower rear corner, which forms contact with a bottom shoulder, *e*, of the draw-head when the block is in lowered position, and which bears against a top projection, *f*, of the draw-head when the block is raised for uncoupling. The bottom shoulder *e* and the top projection *f* serve thus to define the swinging motion of the block, and to retain the coupling-link securely when there is strain on the link.

The top staple or pin *g* of the block serves to attach the chain or rope that connects with any suitable uncoupling mechanism on the platform, side, or top of the car. The staple *g* extends downward in the block, and is seated by its hook-shaped end, *h*, in a longitudinal recess, *g'*, at the inside of the block. A side recess of the block above the longitudinal recess admits the swinging of the hook end *h* to the outside of the block, and the locking with a recess, *h'*, at the top of the draw-head, so as to retain the block in raised and uncoupled position.

The link couples automatically by entering the mouth of the draw-head, raising the block, and passing into the middle recess of the locking-block, it being uncoupled by swinging the block in upward direction so that the link is allowed to pass out.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

The combination of a staple, *g*, having hook end, block B, having longitudinal as well as lateral recess, and a draw-head having a recess, *h'*, as and for the purpose specified.

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Witnesses:
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