G. R. HAMILTON.
Car-Coupling.

No. 212,462. Patented Feb. 18, 1879.

Fig. 1.

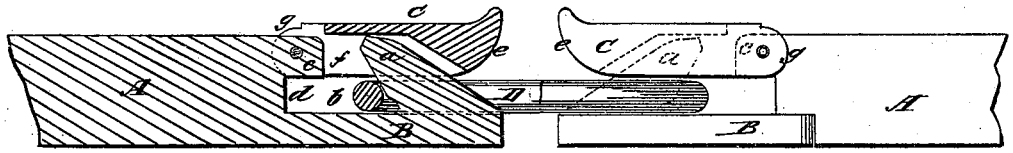
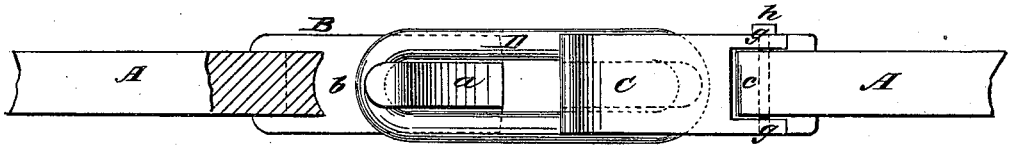


Fig. 2.



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UNITED STATES PATENT OFFICE.

GEORGE R. HAMILTON, OF WAYNESVILLE, OHIO.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **212,462**, dated February 18, 1879; application filed December 17, 1878.

To all whom it may concern:

Be it known that I, GEORGE R. HAMILTON, of Waynesville, in the county of Warren and State of Ohio, have invented a new and Improved Car-Coupling, of which the following is a specification:

The object of this invention is to provide a simple and easily-operated coupling for cars that acts automatically, obviating the necessity of going between the cars to guide the link, and at the same time will readily uncouple itself in case of an accident occurring.

In the accompanying drawings, Figure 1 shows two draw-bars, one in section, the other in elevation, provided with my improvements; and Fig. 2 is a top view or plan of the same.

Similar letters of reference indicate corresponding parts.

Referring to the drawings, A A are the draw-bars, having at their front ends broad flat pieces B B, wider than the draw-bars proper, flush with their bottom surfaces, and of about one-third their thickness. From the front of these pieces project upward and backward hooks *a*, leaving a space, *b*, between their faces and the ends of the draw-bar. A short projection, *c*, of the ends of the draw-bar leaves a recess, *d*.

C represents the latch or dog. It is composed of a flat piece of metal, rounded upward at the end, as at *e*, and provided with a socket, *f*, underneath to receive the hook *a*. At the opposite end are two projecting pieces, *g g*, leaving a recess between them, into which is entered the piece *c*, and a connection is made between this piece and the pieces *g g* by a transverse pivot, *h*, so that the latch or dog swings freely up and down. D represents the link for coupling the draw-bars together.

The operation of my improvement is as follows: The link D is thrust between the hook *a* and the end of latch C, pushing the latter upward out of the way and sliding over the hook, and when in the space *b* the latch falls down on the hook. It is then pushed back so that the end rests in the recess *d*, and, bearing against the under side of projection *c*, the link is held in a horizontal position, its sides being supported on the projecting side of the piece B, so that when the car to which it is linked is moved up to couple with another car the free end of the link is in line with the hook, and, striking it, slides up the inclined face of the same, pushes the latch C up out of the way, and falls over the hook, thus coupling the cars together. The latches C C, falling down on the hooks, prevent any slight or sudden jerk from throwing the links out of connection with the hooks; but in case of the cars falling through a bridge or over an embankment the link will readily slide up the inner inclined face of the hook, and, moving the latch out of the way, release the falling car, and thus prevent the car that remains on the track from being dragged over with the one that falls.

The coupling can be made of wrought-iron, and all the parts but the latch forged from one piece, or cast into one piece, if desired.

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

The combination, with the rigid hook on lower jaw and a link, D, of the rear pivoted latch, C, having a subjacent cavity to receive said hook and sides to bear on the link, as shown and described.

GEORGE RIDGE HAMILTON.

Witnesses:
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