W. M. UNDERHILL.

Car-Couplings.

No. 153,993 Patented Aug. 11, 1874.

Fig. 1

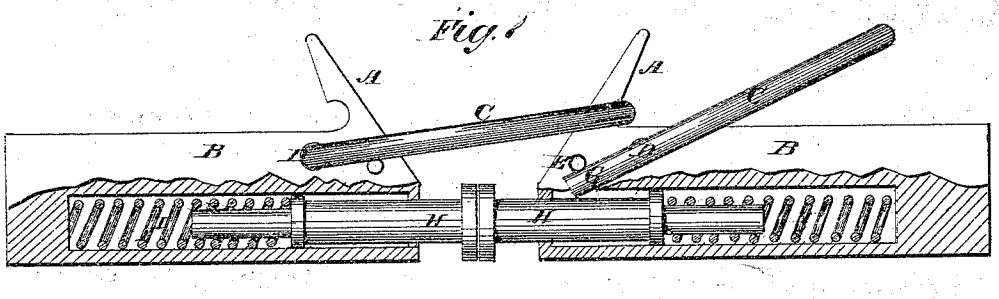
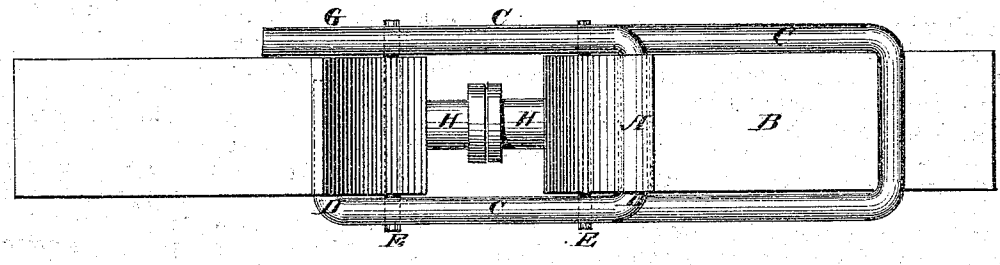


Fig. 2



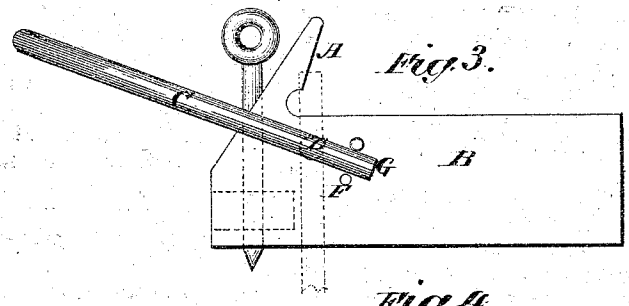
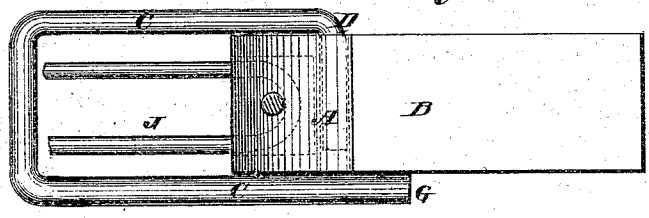


Fig. 3.

Fig. 4



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM M. UNDERHILL, OF OCONTO, WISCONSIN.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **153,993**, dated August 11, 1874; application filed April 18, 1874.

To all whom it may concern:

Be it known that I, WILLIAM M. UNDERHILL, of Oconto, Oconto county, Wisconsin, have invented a new and Improved Car-Coupling, of which the following is a specification:

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

Figure 1 is a longitudinal sectional elevation of a car-coupling constructed according to my invention. Fig. 2 is a plan view of Fig. 1. Fig. 3 is a side elevation of one of the draw-heads, showing the link set for coupling, also showing the application of the common link and coupling-pin, which may sometimes be required; and Fig. 4 is a plan view of Fig. 3.

Similar letters of reference indicate corresponding parts.

A represents the upright hook on the end of the draw-head B. C represents a link for each draw-head fixed on a horizontal pivot at D, a little back of the hook, so as to swing up and fall behind the hook for coupling. The hook inclines backward from a point a little below the pivot of the link to the top, to throw the link up to couple self-actingly when the cars meet. The links are also pivoted so as to swing down and hang from their pivots when it may be desired to have them so, and a pin, E, is employed to hold the link up in the proper position for the incline on the hook to raise it.

This pin may be placed in advance of the pivot of the link, as shown in Fig. 1, or in the rear, as shown in Fig. 3, and two or more pin-holes may be employed to lock the link in the hook, as by placing it in the hole F. When the holes for the pin are arranged behind the pivot of the link, an extension, G, will be formed on the latter for the pin to act on. H represents a pusher in a socket in the front end of the draw-head, with a spring, I, behind it to push the cars apart to confine the link under the hook, so that it will not be thrown off when the train is in motion. Another link, C, may also be connected to the draw-head, below the one shown in the drawing, for auxiliary use when it may be required, such link to be suspended from the draw-head when not in use.

For uncoupling these links from the top of a car, a rod, chain, or cord may be suspended from the top, with a snap-hook on the lower end to be attached to the link after it is coupled, so that the link can be raised off the hook at any time.

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

The draw-head, having hook A on top and link C pivoted thereunder, in combination with spring-pusher H, to enable the concussion to throw the link of one draw-head over hook of the other, and the two draw-heads to be at once separated, as set forth.

WM. M. UNDERHILL.

Witnesses:
O. F. TRUDELL,
H. N. MOTT.