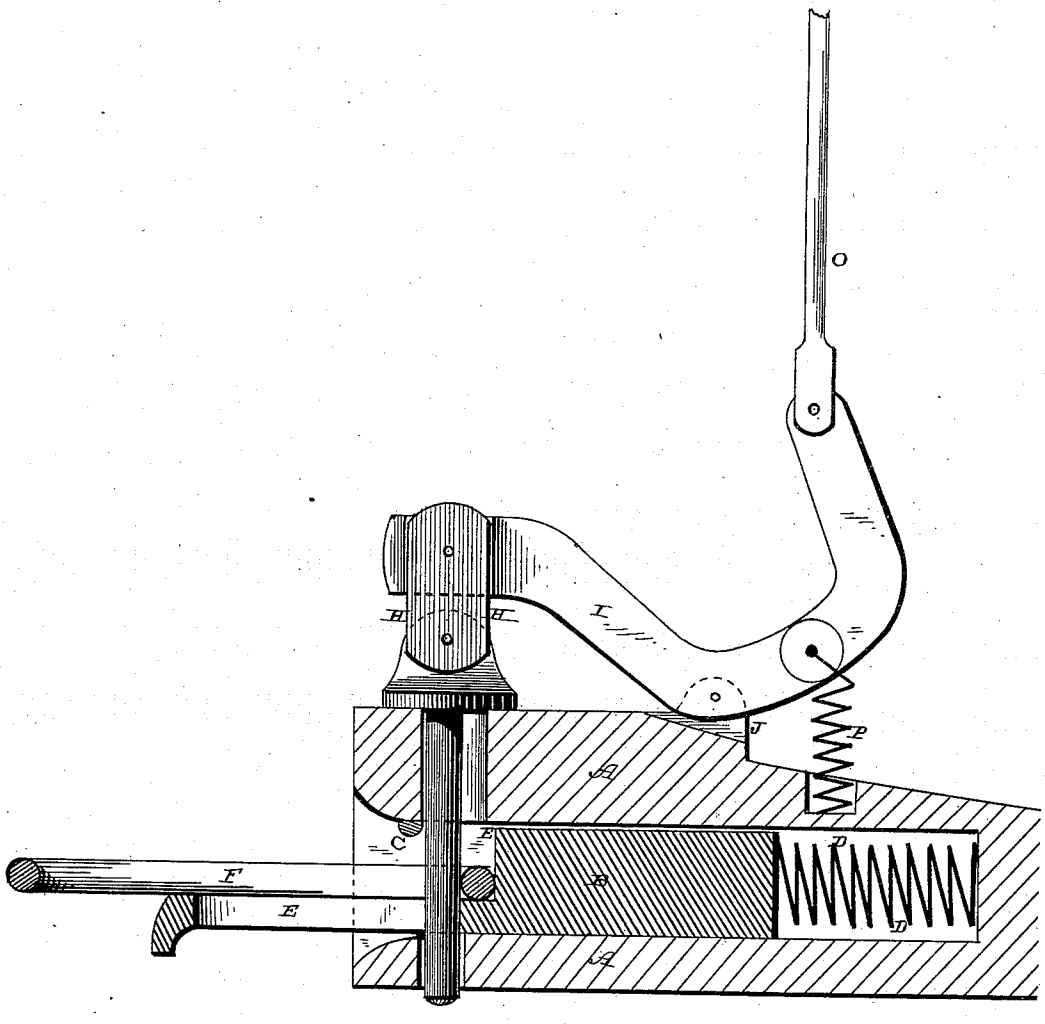
(No Model.)

A. W. HUGHEY.

CAR COUPLING.

No. 372,979. Patented Nov. 8, 1887.



Witnesses.
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UNITED STATES PATENT OFFICE.

ALFRED W. HUGHEY, OF ARCADIA, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 372,979, dated November 8, 1887.

Application filed August 15, 1887. Serial No. 246,969. (No model.)

To all whom it may concern:

Be it known that I, ALFRED W. HUGHEY, of Arcadia, in the county of Hamilton and State of Indiana, have invented a certain new and useful Improvement in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawing, which forms part of this specification.

My invention relates to an improvement in car couplings; and it consists in the combination of the draw-head having a suitable opening through its top for the passage of coupling-pin, and ears or projections between which to pivot the operating-lever, a spring-actuated slide placed inside of the draw-head, and which has a slotted extension formed upon its front end, so as to project beyond the draw-head and thus form a support upon which to place the coupling-link, a stop which is placed in the mouth of the draw-head, so as to limit the outward movement of the slide, the coupling-pin, and the connecting-links, the spring-actuated lever pivoted upon the draw-head, and an operating-rod connected to the rear end of the lever, as will be more fully described hereinafter.

The objects of my invention are to form an extension upon the spring-actuated slide, so as to make a support for the coupling-link, and to produce an automatic coupling which will prevent all necessity for men having to go between the cars when they run together for the purpose of coupling them.

The accompanying drawing represents a vertical longitudinal section of a car-coupling embodying my invention.

A represents the draw-head, which will be of any desired construction, and B the slide, which is placed therein, and which, when left free to move, is forced outward as far as the stop C will permit by means of the spring D. The lower front portion of the slide projects a suitable distance beyond the front of the coupling-head when the slide is forced forward by the spring, so as to form a support, E, for the coupling-link F. When the slide is forced backward to its full extent, the outer end of the support E strikes against the end of the draw-head A and serves to form a stop to prevent the slide from being moved any farther backward. This support E is as wide as the mouth of the coupling, and hence forms a table or support upon which the link can be placed and upon which it will remain while the cars are being coupled. When the upper front corner of the slide strikes against the stop after the coupling-pin has been raised upward, the slide forms a support upon which the pin rests. When the slide is forced backward, the pin drops and passes through the link of the opposing draw-head and the slot in the extension and couples the cars together.

Pivoted to the upper end of the coupling-pin are the two connecting-plates H, which are pivoted at their upper ends to the front end of the lever I, which is pivoted between the ears J upon the top of the head. This lever projects backward and has the spiral spring P to bear upward against its under side for the purpose of throwing the front end down and coupling the cars together. Pivoted to the upper end of the lever is the operating-rod O, by means of which the lever can be turned upon its pivot and made to raise the coupling-pin whenever desired. The brakeman, standing upon the platform of the car, can by depressing this lever uncouple the cars whenever desired, or set them so that they will couple when they run together, and that without even having to venture between the cars and thus expose himself to danger.

Having thus described my invention, I claim—

The combination of the draw-head with the spring-actuated slide having the slotted extension formed upon its front end to form a support for the link, a stop placed in the mouth of the draw-head, the coupling-pin, suitable connections, and the spring-actuated-lever connected to the coupling-pin, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ALFRED W. HUGHEY.

Witnesses:

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