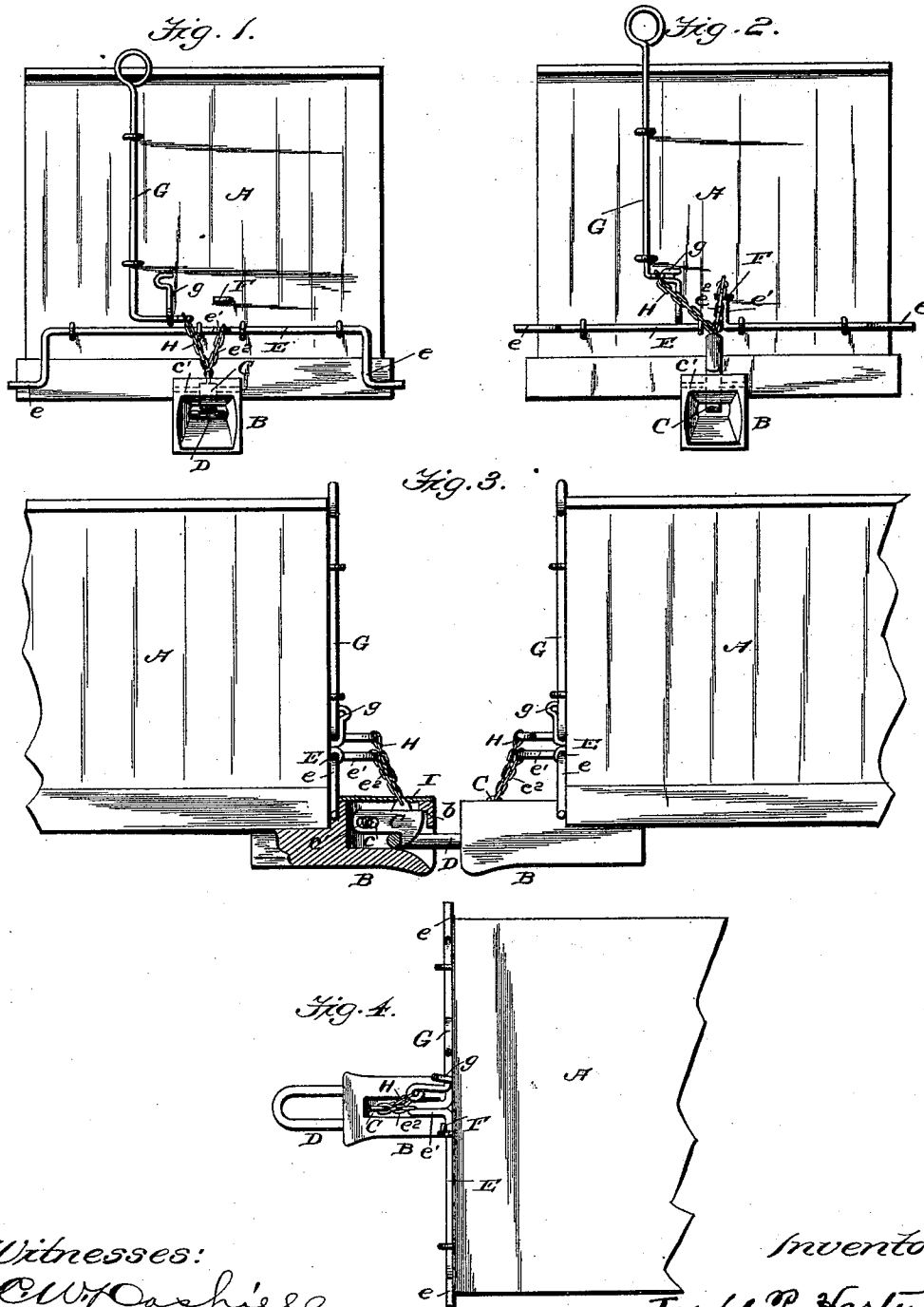


(No Model.)

J. P. HASTY.
CAR COUPLING.

No. 466,233.

Patented Dec. 29, 1891.



Witnesses:
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JOSEPH PHILANDER HASTY, OF SUPERIOR, NEBRASKA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 466,233, dated December 29, 1891.

Application filed September 12, 1891. Serial No. 405,498. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH PHILANDER HASTY, a citizen of the United States, residing at Superior, in the county of Nuckolls and State of Nebraska, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

The object of my invention is to provide a coupling that will be simple in construction, couple automatically, and which may be uncoupled without going between the cars from either side or the top of the car; and in carrying out my invention I proceed as follows, reference being had to the accompanying drawings, forming a part hereof, wherein—

Figures 1 and 2 are views, in front elevation, of a car-coupling constructed according to my invention, the parts being shown as in their coupled and uncoupled positions, respectively. Fig. 3 is a vertical side elevation of two abutting cars supplied with my car-coupling, one of the coupling-hooks being shown as in its elevated position and one of the draw-heads in partial section. Fig. 4 is a plan view.

The letter A designates a portion of a car of the usual construction, and B the draw-head, having pivoted therein a hook C, by which the coupling is effected through a link D of the usual form. A slot, as at *c*, is formed in the hook C for the pivot-pin *c'*, so that a limited amount of longitudinal play is permitted to the said hook, for the purpose as will presently appear, and a recess, as at *b*, is formed in the top front portion of the draw-head to receive the front end of the coupling-hook, so that when the cars are coupled the draft of the cars will draw the coupling-hook

beneath the recess *b*, and thus the accidental raising of said hook is prevented.

To operate the coupling-hook from either side of the car, a rod E, having bent ends *e*, that extend to each side of the car, is mounted upon the end of the car, and centrally of this rod is an extension *e'*, from which depends a chain *e''*, that is secured to the hook C.

F is a catch fixed to the end of the car, that engages the arm *e'* of the rod E and holds the same in its elevated position, and to disengage which arm *e'* from said hook the rod E must be moved laterally, as shown in Fig. 1.

To operate the coupling-hook from the top of the car, a rod G is provided that extends to the top of the car and is connected to the coupling-hook by a chain H, and to retain the said rod in its elevated position a catch, as at *g*, is provided, that receives the rod G when the same is at its elevated position, as in Fig. 2.

To prevent the entrance of snow or ice within the draw-head or beneath the coupling-hook, a shield, as at I, is provided.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is as follows:

The combination, in a car-coupling, with the draw-head having the recess *b* in the top front portion thereof and coupling-hook C, with slot *c* and pivot-pin *c'*, of the rod E *e'*, extending to the sides of the car, catch F, chain *e*, and rod G, chain H, and catch *g*, all constructed and arranged to operate substantially as and for the purposes specified.

JOSEPH PHILANDER HASTY.

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