

H. LUTHER.
Car-Couplings.

No. 158,100.

Patented Dec. 22, 1874.

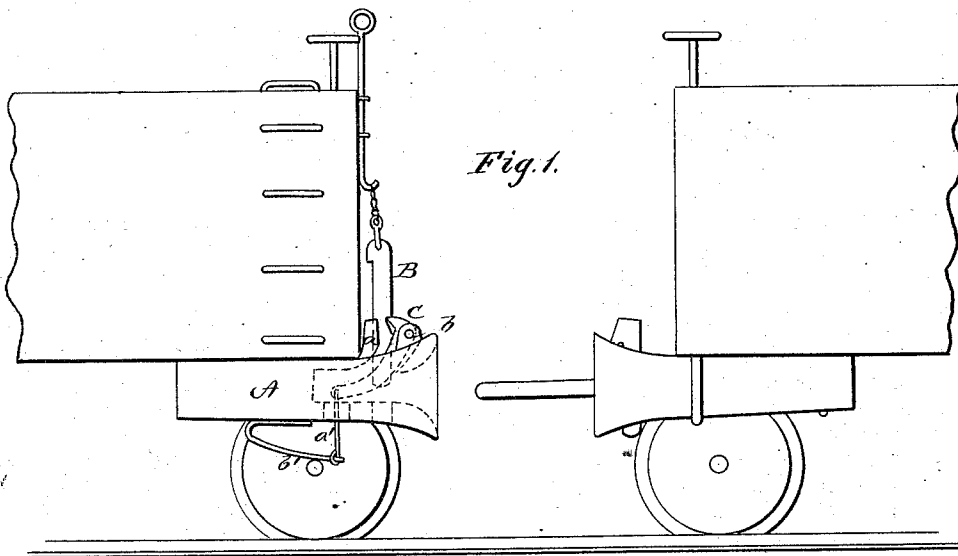


Fig. 2.

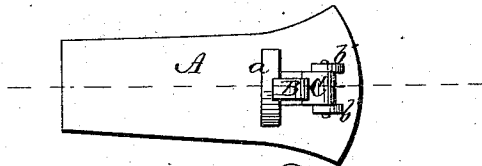


Fig. 3.

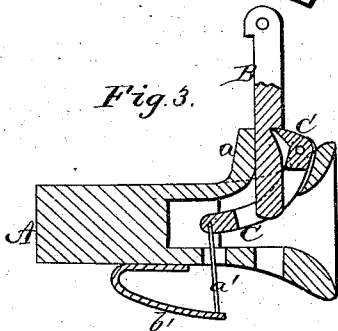


Fig. 4.



WITNESSES

Henry N. Miller
C. L. Everh.

INVENTOR

Hartman Luther
per Alexander Mason
Attorneys

UNITED STATES PATENT OFFICE.

HARTMAN LUTHER, OF GALENA, ILLINOIS, ASSIGNOR OF ONE-HALF HIS
RIGHT TO R. I. EDWARDS, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 158,100, dated December 22, 1874; application filed
November 21, 1874.

To all whom it may concern:

Be it known that I, HARTMAN LUTHER, of Galena, in the county of Jo Daviess and in the State of Illinois, have invented certain new and useful Improvements in Car-Coupling; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a side elevation of my car-coupling. Fig. 2 is a plan view of one of the draw-heads. Fig. 3 is a longitudinal section of the same through the line *x x*, Fig. 2. Fig. 4 is a perspective view of the spring-dog that supports the coupling-pin.

A represents the draw-head, constructed substantially in the same manner as is ordinarily the case, with a flaring mouth, so as to guide the coupling-pin toward the center when it strikes the draw-head. On top of the draw-head A is formed a guide, *a*, for the coupling-pin B, and a suitable distance in front of said guide and pin are two ears, *b b*, between which is pivoted a curved hook, C. The coupling-pin B is made flat, and has a notch, *x*, formed in its front edge, as shown particularly in Fig. 3. This notch is at such a distance from the lower end of the pin that when the pin is raised and the hook C takes therein to support the pin its lower end is far enough elevated to admit of the entrance of the coupling-link. The lower rear portion of the curved hook C, which is within the draw-head, is slotted, as shown in Fig. 4, for the passage of the coupling-pin,

and the extreme end is, by a rod, *a'*, connected with a spring, *b'*, attached to the under side of the draw-head. The coupling-pin B is raised either from the top or side of the car by any suitable mechanical means, and when thus raised the spring *b* throws the upper end of the hook C into the notch *x* on the coupling-pin, and thereby supporting the same in this elevated position. When the link D enters the draw-head it passes under the lower end of the pin B and raises the lower end of the hook C, which throws the upper end of said hook out of the notch *x*, allowing the pin to fall down of its own gravity and couple the cars. The elongated slot in the curved hook C admits of the free movement of both hook and pin entirely independent of each other.

This coupling may be used in connection with the ordinary pin-and-link coupling—that is, one car may have the ordinary coupling and another car my coupling, and yet be coupled together.

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

1. The combination, in a car-coupling, of the pin B, provided with the notch *x*, the slotted curved hook C, rod *a'*, and spring *b'*, substantially as and for the purposes set forth.

2. The combination of the draw-head A, provided with the guide *a* and ears *b b*, the pin B, provided with the notch *x*, and the slotted curved hook C, connected with the spring *b'*, all substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of August, 1874.

HARTMAN LUTHER.

Witnesses:

W. W. VENABLE,
WILLIAM SPENSLEY.