

UNITED STATES PATENT OFFICE.

JOHN E. LEWIS, OF SOUTH BOSTON, MASSACHUSETTS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 129,896, dated July 30, 1872.

To all persons to whom these presents may come:

Be it known that I, JOHN E. LEWIS, of South Boston, of the county of Suffolk and State of Massachusetts, have invented a new and useful Railroad Car-Coupling; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawing, of which—

Figure 1 is a top view, Fig. 2 a side elevation, and Figs. 3 and 4 are longitudinal sections of one of my improved couplings, one section being taken through the catch and the other through the slot or eye for the reception of the fellow catch.

In such drawing, A denotes the bunter, which is to be applied to the carriage in the ordinary way, so as to be capable of being moved lengthwise against a spring. The said bunter is chambered at its front and provided with a flaring mouth, as represented, there being through the bottom of the chamber a slot, *a*, formed and arranged as shown. There is also within the chamber and aside of the slot a duplex latch or catch, B, formed as shown, its rear hook *b* being extended into a slot, *c*, made in the bunter or the bottom of the chamber. The front hook *d* of the catch, shaped as shown, is to operate with another bunter like that represented, and to take into its bottom slot, corresponding to the slot *a*, the latter slot being to receive the catch-latch of said bunter. On the top of the catch-latch B there is a T-piece, C, having two prongs, *e f*, projecting from it in opposite directions, all being as and arranged as represented. Further-

more, there is pivoted to the bunter an open or forked lever, D, provided with a rod, *g*, going across the opening *h* and under one prong of the T-piece. A spring, *i*, applied to the lever and the standard *k*, upon which it rests, serves to operate the lever, so as to keep the catch in engagement with another bunter, as well as to aid in effecting such engagement at the proper time. Another lever, E, pivoted to the bunter and jointed to the lever D, and provided with a lifter, E, serves, when the lifter is pulled upward, to move the lever E and cause its transverse rod, by means of the T-piece, to raise the latch B out of engagement with the fellow bunter. At the same time, as the front prong of the T-piece of the latch of such fellow bunter will be over and across the rod of the open lever D, such latch of the fellow bunter will be raised out of engagement with the bunter carrying the lever D, the whole enabling the two railway carriages to be disengaged.

I claim—

The combination of the duplex-pronged T-piece C and the lever D, provided with the rod *g* and spring *i*, as set forth, with the latch B and the bunter chambered and provided with the catch-slot *a*, all being substantially as and arranged in manner and to operate as specified.

JOHN E. LEWIS.

Witnesses:

R. H. EDDY,
J. R. SNOW.