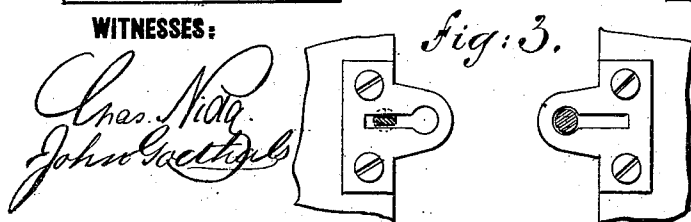
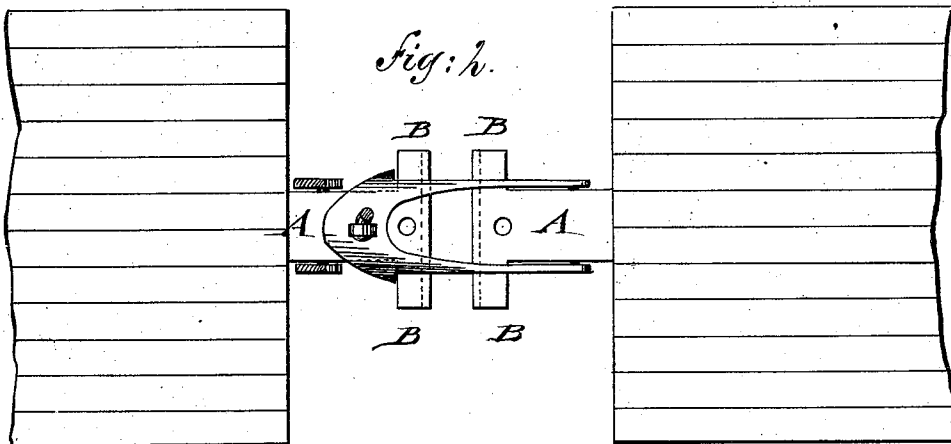
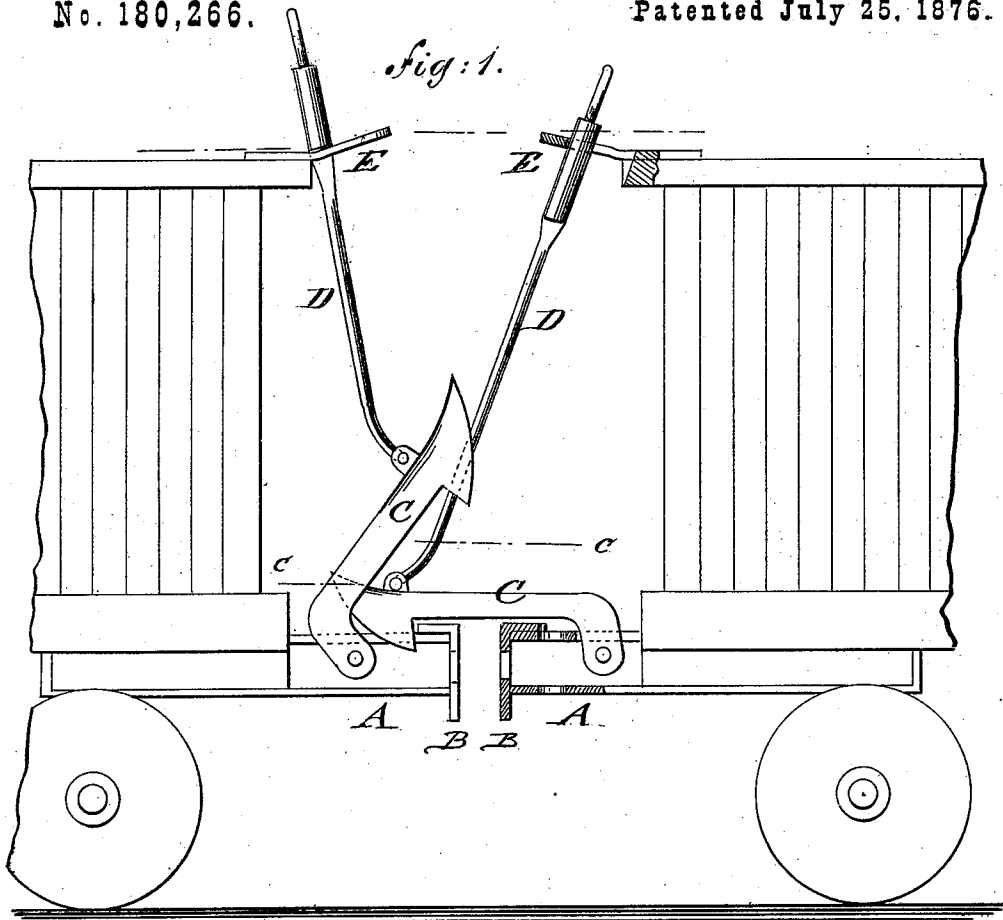


H. PITCHER.
CAR-COUPLING.

No. 180,266.

Patented July 25, 1876.



WITNESSES:

Chas. Nida.
John G. Galt.

INVENTOR:

H. Pitcher
BY *Mumford*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

HIRAM PITCHER, OF FOND DU LAC, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **180,266**, dated July 25, 1876; application filed February 14, 1876.

To all whom it may concern:

Be it known that I, **HIRAM PITCHER**, of Fond du Lac, in the county of Fond du Lac and State of Wisconsin, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation of my improved car-coupling; Fig. 2, a top view of the same, partly in section, on line *c c*, Fig. 1; and Fig. 3, a sectional top view of the supports of the rods controlling the coupling-hooks.

Similar letters of reference indicate corresponding parts.

My invention relates to an improved automatic coupling for railroad-cars; and consists of a double coupling-hook, that is hinged to the draw-bar and united at the front part, to lock over side extensions of the draw-bar to be coupled. The double hooks are raised or lowered by rods extending to the top or side of the car.

In the drawing, **A** represents a draw-bar, constructed in the usual way, to couple by the common link and pin. The front part of the draw-bar is extended in the shape of a **T** at both sides, forming projections **B**, on which the double coupling-hook **C** of the adjoining draw-head locks. The double coupling-hook **C** is united at the front part, the side parts curving over at the front end, and forming a tapering and upward-curved part, that slides freely up and over the **T** projections of the draw-bar of the car to be coupled. The hook of one draw-bar passes readily below that of the connecting-bar by raising the same out of

the way of coupling. The open rear part of the double hook **C** allows the unobstructed entering and uncoupling of the hook of the connecting draw-bar. A rod or bar, **D**, is pivoted to the front part of coupling-hook **C**, and extended upward to the top or side of the car, where it is retained by slotted supports or holders **E**. The rod **D** has a handle for raising or lowering the hook for coupling and uncoupling, one part of the rod **D** being enlarged, to be set in the narrower part of the support **E**, and thus retain the coupling-hook in raised position. When carried forward the enlarged or round part of the handle is allowed to slide in the wider front part of the slot, admitting the raising and lowering of the double hook.

When the cars approach, the lower coupling-hook raises the opposite one and locks over the projections of the draw-bar, the other bearing thereon, if desired, or being secured in raised position by the governing-rod.

In place of the rods, any other uncoupling mechanism may be used, as I do not confine myself to the rods shown.

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

In a car-coupling, the combination, with a draw-bar having a **T**-head, of pivoted hooks united at the end, and hooking over the outside of draw-bar, as and for the purpose specified.

HIRAM PITCHER.

Witnesses:

WM. D. CONKLIN,
H. WOODWORTH.