

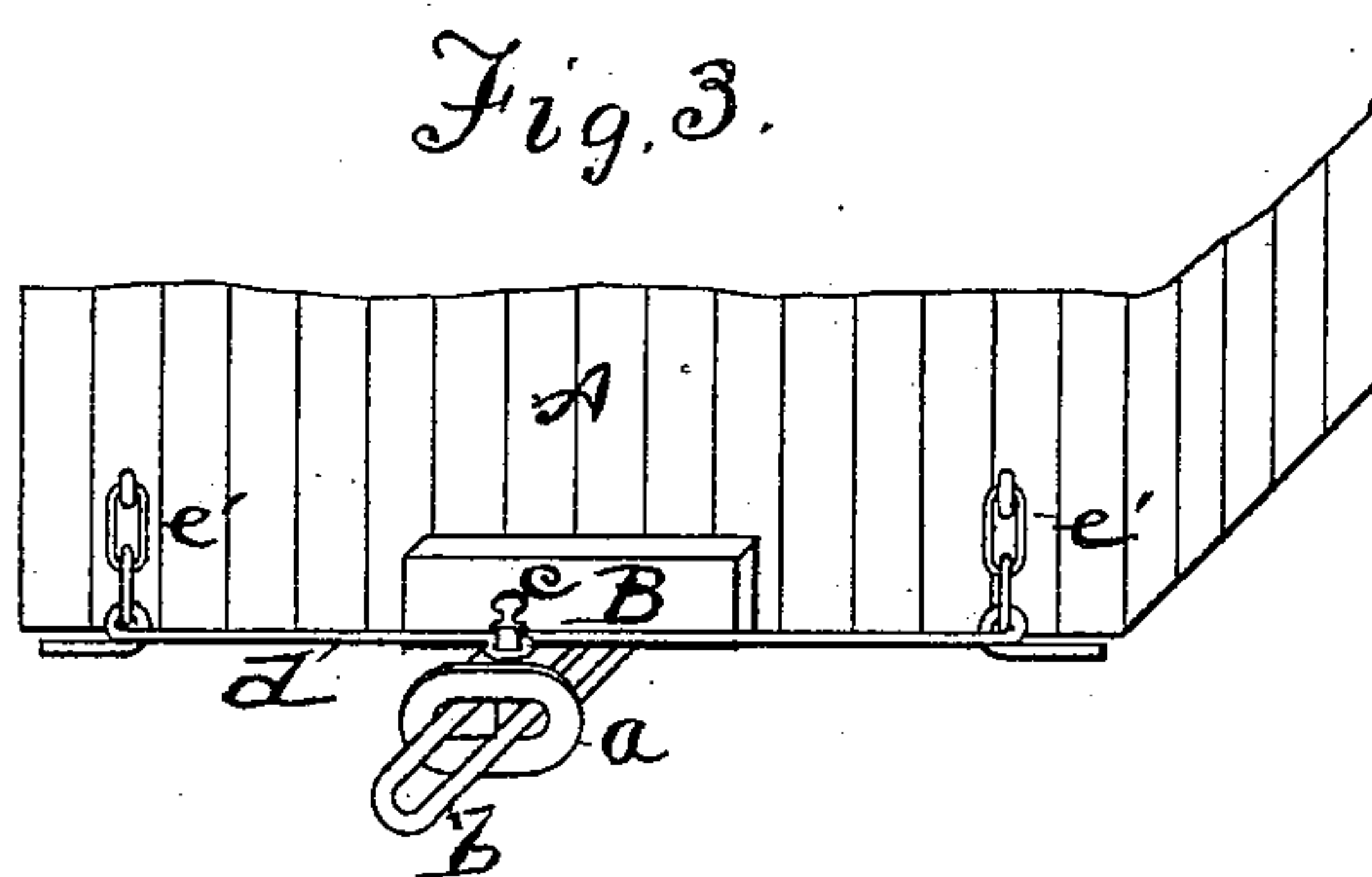
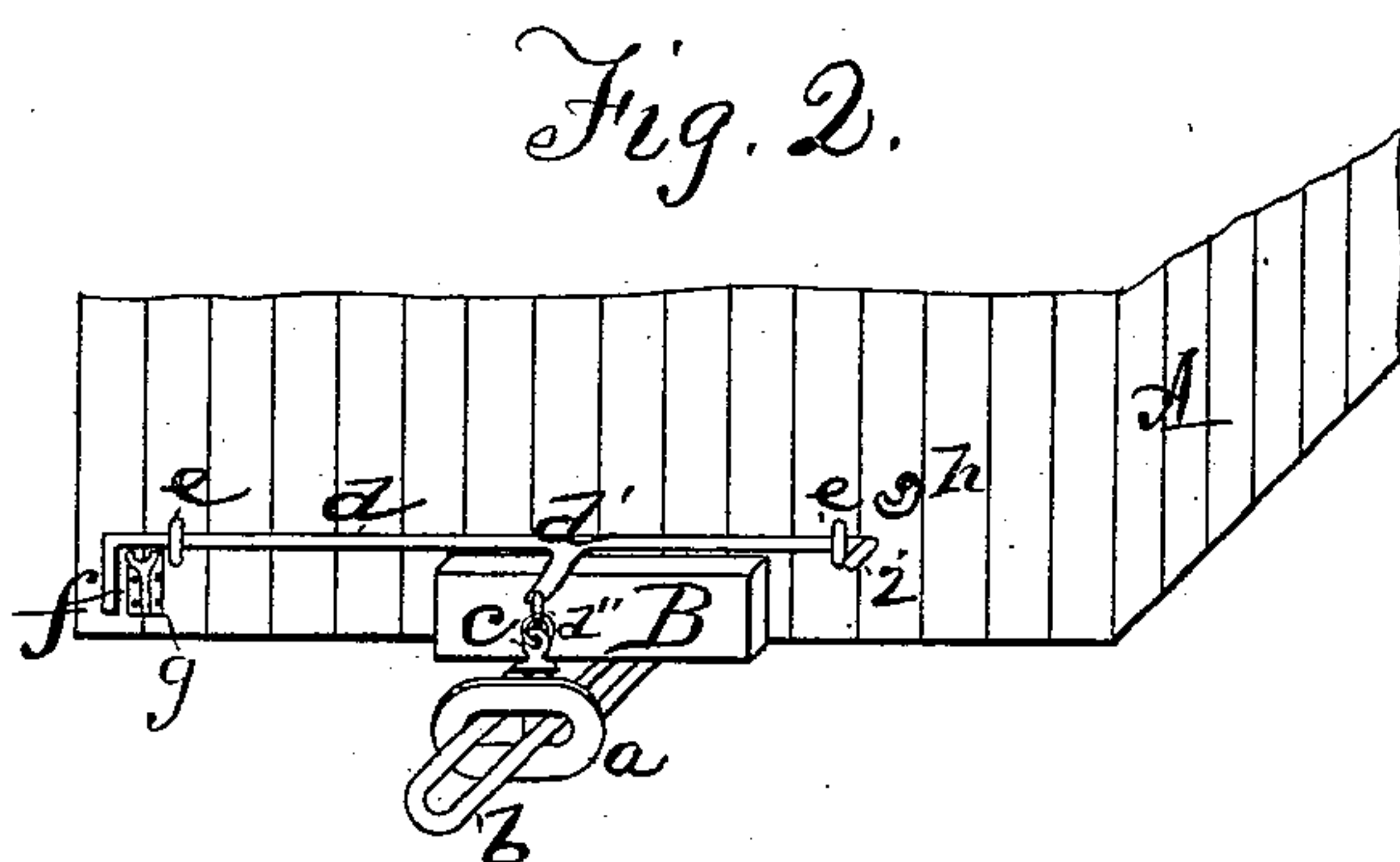
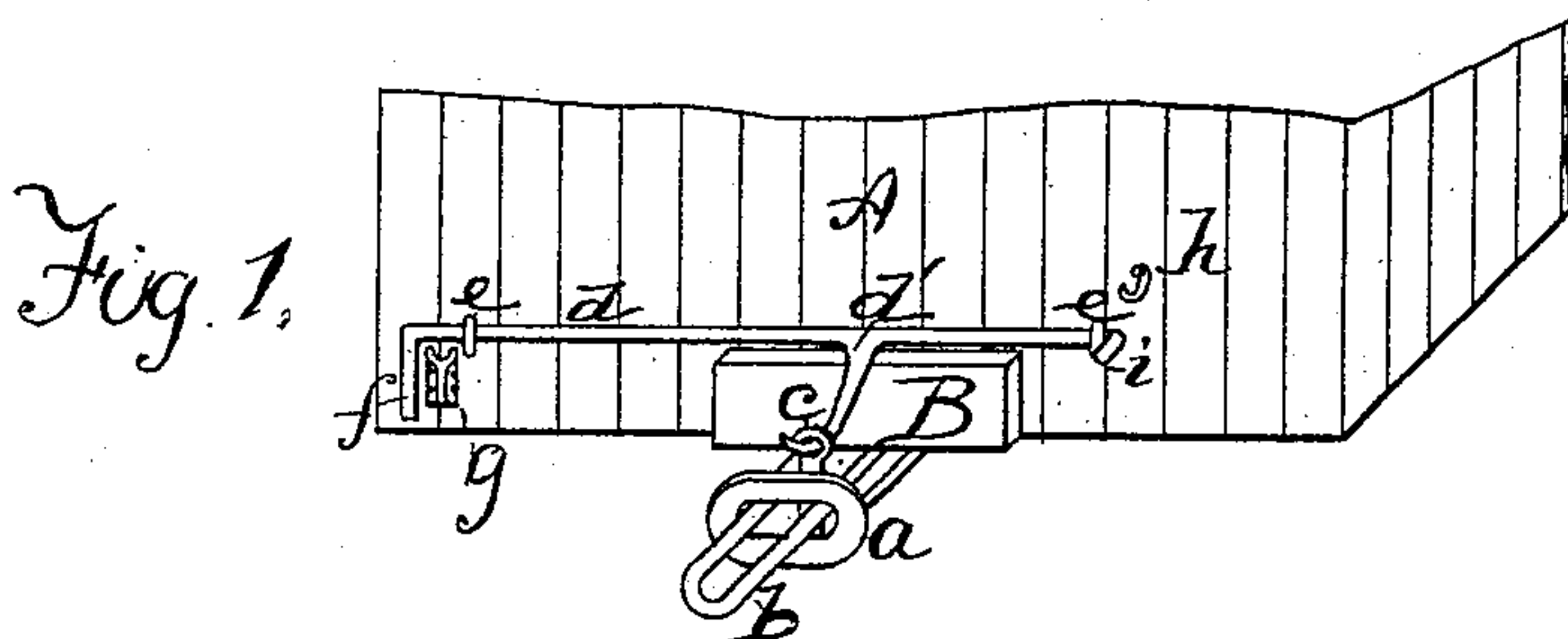
(No Model.)

B. HICKOK & J. H. PUTNAM.

CAR COUPLING.

No. 265,318.

Patented Oct. 3, 1882.



Witnesses:
J. R. Drake.
W. H. Kellogg.

Inventors:
Benedict Hickok,
John H. Putnam,
by
J. R. Drake *Att'y*

UNITED STATES PATENT OFFICE.

BENEDICT HICKOK, OF BUFFALO, N. Y., AND JOHN H. PUTNAM, OF TIOGA, PA., ASSIGNORS OF ONE-THIRD TO ROBERT C. HICKOK, OF BUFFALO, N. Y.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 265,318, dated October 3, 1882.

Application filed June 17, 1882. (No model.)

To all whom it may concern:

Be it known that we, BENEDICT HICKOK and JOHN H. PUTNAM, both citizens of the United States, the former residing at Buffalo, county of Erie, and State of New York, and the latter residing at Tioga, in the county of Tioga and State of Pennsylvania, have invented certain Improvements in Devices for Uncoupling Cars, of which the following is a specification.

This device is for use with the ordinary draw-head, links, and pins almost universally used on freight-cars, and is intended to be worked with the patent of John H. Putnam (one of the present inventors) for a device to couple cars, dated February 28, 1882, No. 254,373.

The invention consists of a light rod sliding in staples or upon links to which the coupling-pin is attached, combined with a hook or other holding device upon the end of the car, which holds the rod in position by sliding the bent end into the hook to keep the coupling-pin withdrawn until the bent end is released from the hook, when the pin will fall back in position in the draw-head, as will be hereinafter fully described and claimed.

In the drawings, Figure 1 is a perspective showing the rod with a curved tongue in connection with the coupling-rod; Fig. 2, a perspective showing the pin with a short chain connected to the tongue and rod; Fig. 3, a perspective showing the rod running clear across the end of a car and hung by links or short chains, and with the coupling-pin in connection with the rod.

A represents the end of a freight-car; B, the usual central wooden projection or bumper; *a*, the draw-head; *b*, the link, and *c* the usual coupling-pin. To prevent this pin getting lost or mislaid, and to uncouple it, we use only the simplest devices, as follows:

d is an iron rod, of light weight, attached to the end of a freight-car by two staples or eyes, *e e*, as in Figs. 1 and 2, or else hung on short links or chains, *e' e'*, as in Fig. 3. These links or staples will give the necessary side movement to the rod when required, the end or ends of the rod being bent down, as shown in

Figs. 1 and 2, for crank-handles *f* to turn the rod up by. Usually these rods will only extend part way across the car, as shown in Figs. 1 and 2, and one of the uncouplers will be at each end of a car; and at whichever side of the car the man stands to couple or uncouple he will always have a coupling device at his right hand, and if in connection, as is intended, with Putnam's coupler, one of those at his left hand, so that both can be used simultaneously, if desired, by one man. The rod *d* is constructed with a projecting tongue or horn, *d'*, and curved over the draw-head, so as to catch in a ring in the head of the coupling-pin *c*; or the tongue *d'* will be shorter and connected by a short chain, *d''*, to the ring or head of the coupling-pin, as in Fig. 2, the action and result of both ways being the same. When the handle *f* of the rod is raised it pulls up the pin *c*, but leaves the point of it in the draw-head. To hold it there, we supply a rest, *g*, for the handle, or usually a hooked piece, *h*, fastened to the car just where the inner end of the rod *d* comes, and which is turned up a little at *i* for that purpose, and also to prevent the rod being turned too far up and throwing the pin *c* out as it is arranged, the rod *d* is shoved by the handle *f* a little as it is raised, and the turned-up end *i* engages in the catch *h*. A slight jar caused by coupling will throw the rod out of catch *h*, and the pin and rod will drop of their own weight into place.

Fig. 3 shows a variation of the manner of connecting the pin *c* to the rod *d*. To hold it up it would be necessary to supply a rack or ratchet bar or some other device. To uncouple, it operates the same as the others above described. Instead of a horn, *d'*, the rod *d* is so bent as to encircle the pin, and is merely a variation of the projection *d'*. The rod *d* moves in the staples *e* for a short distance back and forth across the car end. When the pin is lifted the bent end of the rod *i* is brought up against the vertical end of the car, and by moving the bar to the right the bent end is engaged with the hook *h*, whereby it is held up and the pin suspended out of engagement until by a jar or

by pulling the rod back the engagement of the hook ceases and the pin will fall back into place.

We claim—

- 5 In a car, the uncoupling device described, consisting of the sliding rod *d*, having a central projection connected with the coupling-pin, a handle, *f*, at one end and bent end *i* at the other, a connection to the body of the car,
10 allowing lateral movement, and a hook, *h*, into which the bent end *i* is run when the pin is lifted, and from which it is withdrawn when the coupling is to take place, as herein set forth.

In witness whereof I have hereunto signed

my name in the presence of two subscribing witnesses. 15

BENEDICT HICKOK.

Witnesses:

M. H. SMITH,
FRED A. MARVIN.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

JOHN H. PUTNAM.

Witnesses:

F. H. ADAMS,
W. L. LAMB.