

(No Model.)

R. R. HUNT.  
CAR COUPLING.

No. 282,896.

Patented Aug. 7, 1883.

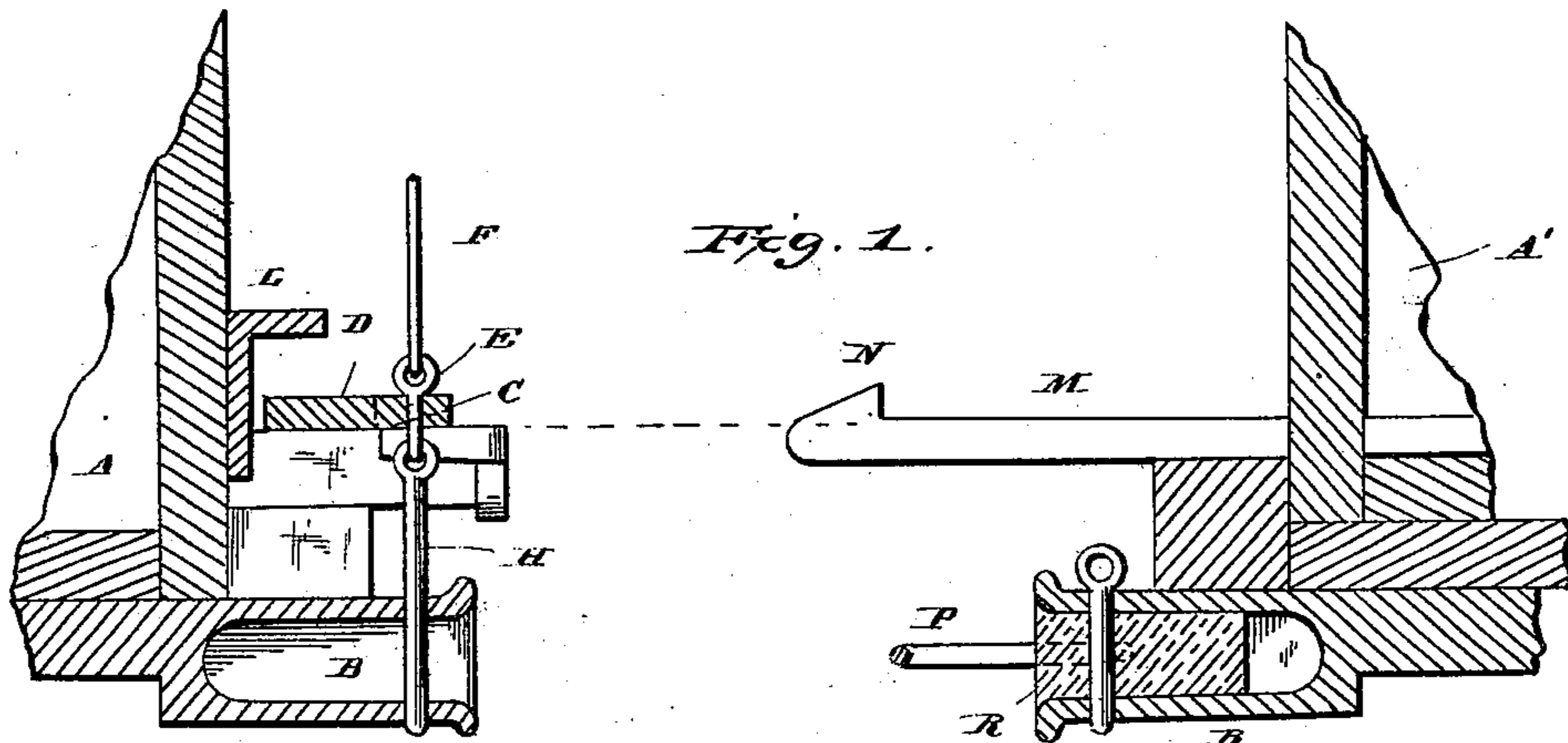
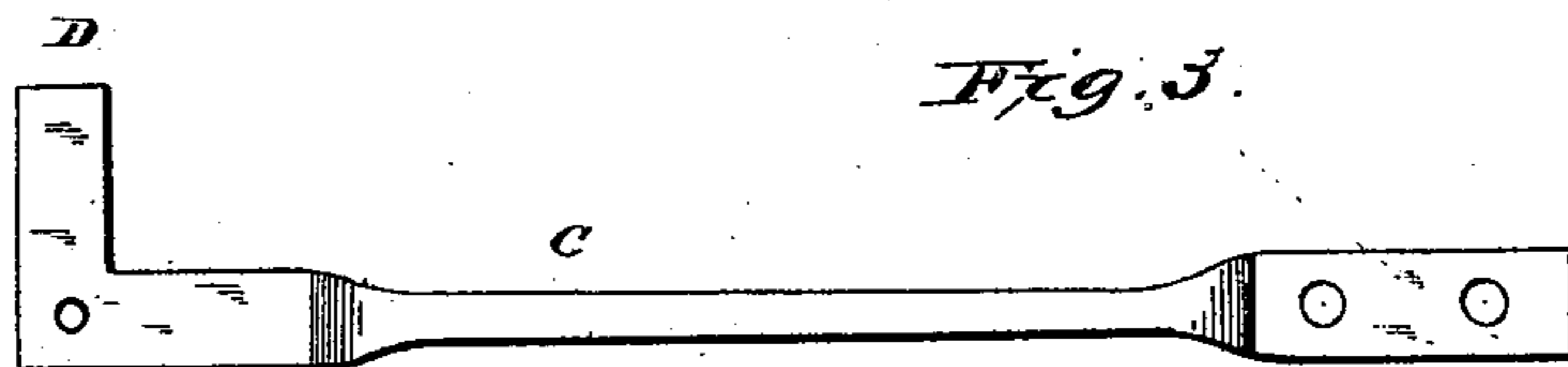
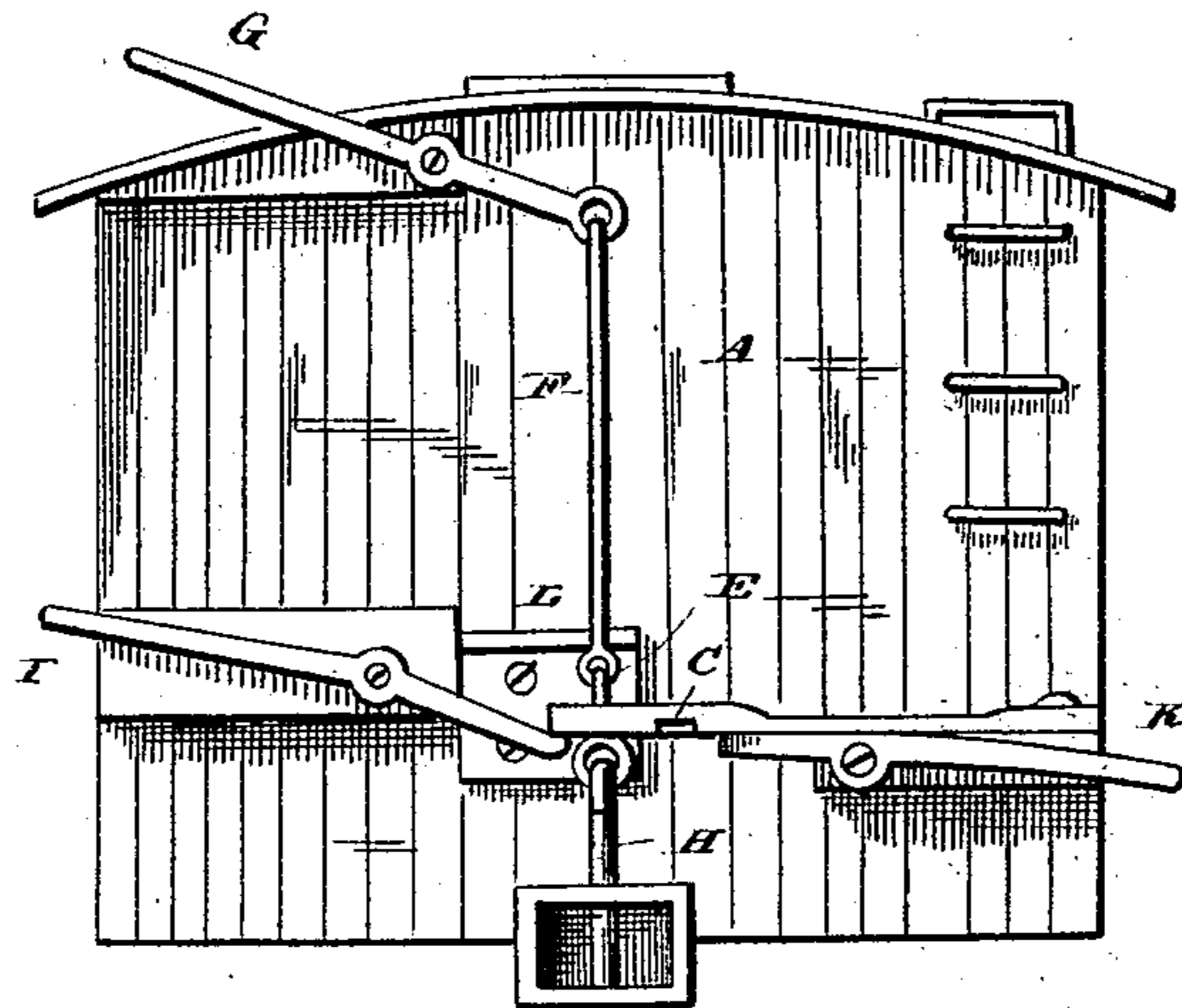


Fig. 2.



Witnesses.  
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# UNITED STATES PATENT OFFICE.

REUBEN R. HUNT, OF LEXINGTON, KENTUCKY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 282,896, dated August 7, 1883.

Application filed January 3, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, REUBEN R. HUNT, of Lexington, in the county of Fayette, and in the State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I 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.

This invention relates to certain improvements in car-couplers; and it has for its objects to provide for automatically coupling the cars and for uncoupling the same without risk to the person of the operator, as more fully hereinafter specified. These objects I attain by the means illustrated in the accompanying drawings, in which—

Figure 1 represents a longitudinal sectional view, showing portions of approaching cars provided with my improved coupling. Fig. 2 represents a front elevation, showing a portion of my coupling devices; and Fig. 3, a detached view of a spring employed in connection with my coupler.

The letters A A' indicate the ends of the respective cars, and B the coupling-heads.

The letter C indicates a metallic spring fastened to the car A at one end, or to an abutment thereon, or in any other suitable manner, the free end having an extension, D, at right angles to its length, for the purpose hereinafter described.

The spring, near its free end, also is provided with an aperture through which passes loosely a link, E. The said link is looped at its ends, and to its upper end is secured one end of a link, F, which is secured to one end of a lever, G, fulcrumed at the end of the car. The other end of the link E has loosely hung to it a pin, H, which sits through apertures in the coupling-head of the car A.

The letters I K indicate levers fulcrumed to the end of the car, one end of the lever I sitting under the formed end of the spring and one end of the lever K sitting under the spring some distance back of its loose end. By operating these levers the spring will be elevated for the purpose of uncoupling.

The letter L indicates an angular abutment secured to the end of the car A, so as to project above the extension of the spring, in order to form a stop to limit the upward movement,

so that the pin will never be withdrawn entirely from the coupling-head.

The letter M indicates a metallic bar secured to the car A', and provided with a hook, N, and with a beveled extremity, as shown in Fig. 1. The lower edge of the spring has a transverse groove through which the hooked end of the bar passes when the cars come together. The coupling-link P is secured firmly in the draw or coupling head by means of the packing R, of suitable material, so as to be held in position to enter the opposite coupling-head.

It will be perceived that as the hooked end of the bar passes under the spring it raises it. At the same time the coupling-link enters the coupling-head of the car A, the said link being securely fastened in the coupling-head of the car A'. After the hook has passed under the spring the said spring drops and passes the pin through the link.

It will also be seen that as arranged the levers may be operated to uncouple the cars from either side, or from the top of the car.

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

1. The combination, in a car-coupler, of the coupler-heads, link and pins with the spring, and bar having a beveled end and a hook, the whole arranged to operate to automatically couple the cars when they come together, substantially as specified.

2. The combination, in a car-coupler, of coupling-heads, the link and pins, and the link connecting one of the pins to the spring, and the levers, whereby the parts are operated to uncouple the cars.

3. The combination, in a car-coupler, with the coupler-heads, and link and pins, and the spring and beveled and hooked bar, of the angular abutment or stop adapted to limit the movement of the spring to prevent the pin from being wholly withdrawn from its seat, substantially as specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 11th day of December, 1882.

R. R. HUNT.

Witnesses:

K. COCHRAN,  
W. COCHRAN.