

(No Model.)

C. LUTHER.

CAR COUPLING.

No. 287,385.

Patented Oct. 23, 1883.

Fig. 1

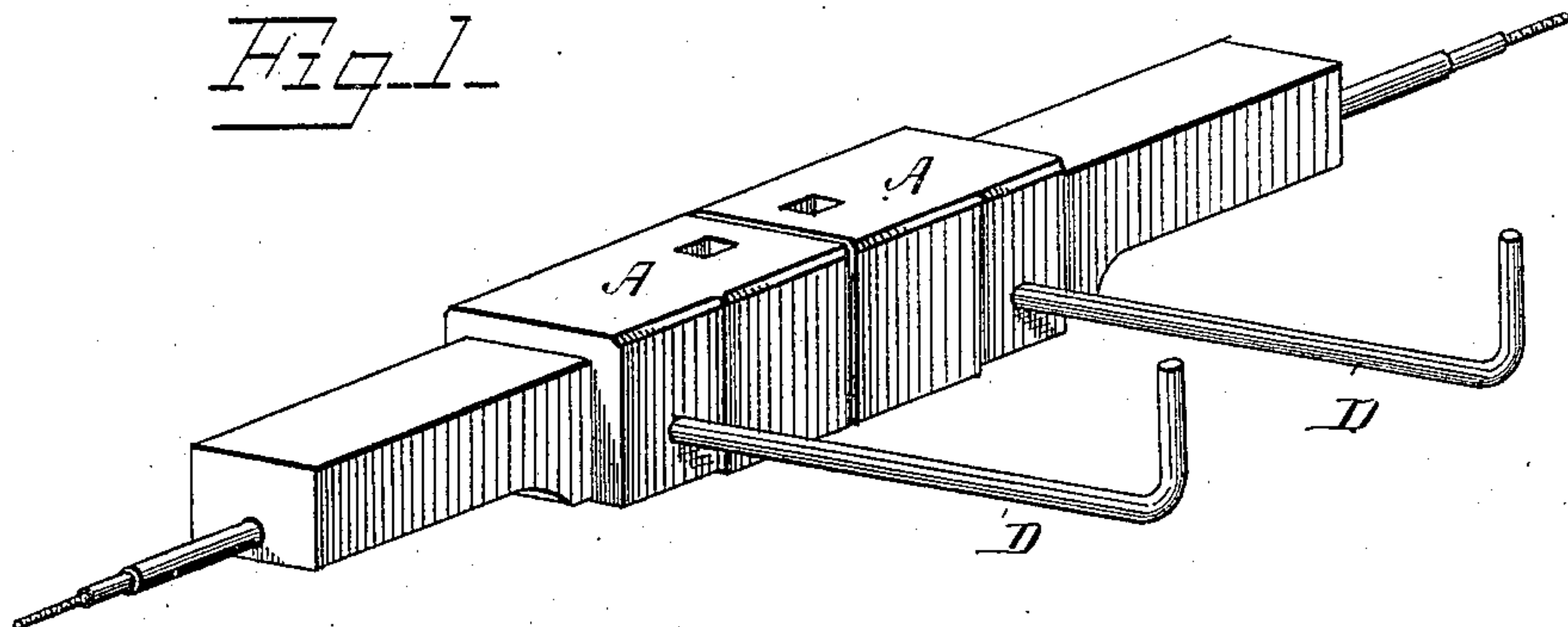


Fig. 2

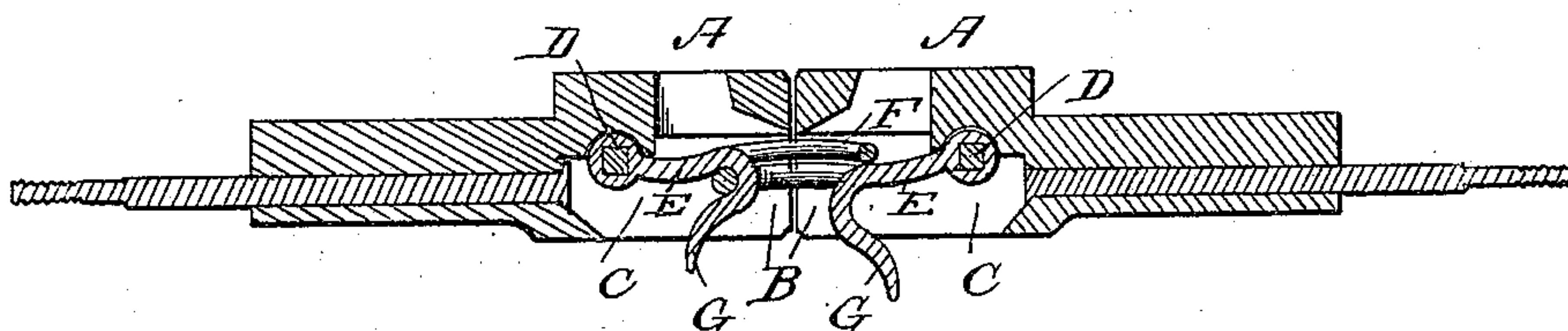
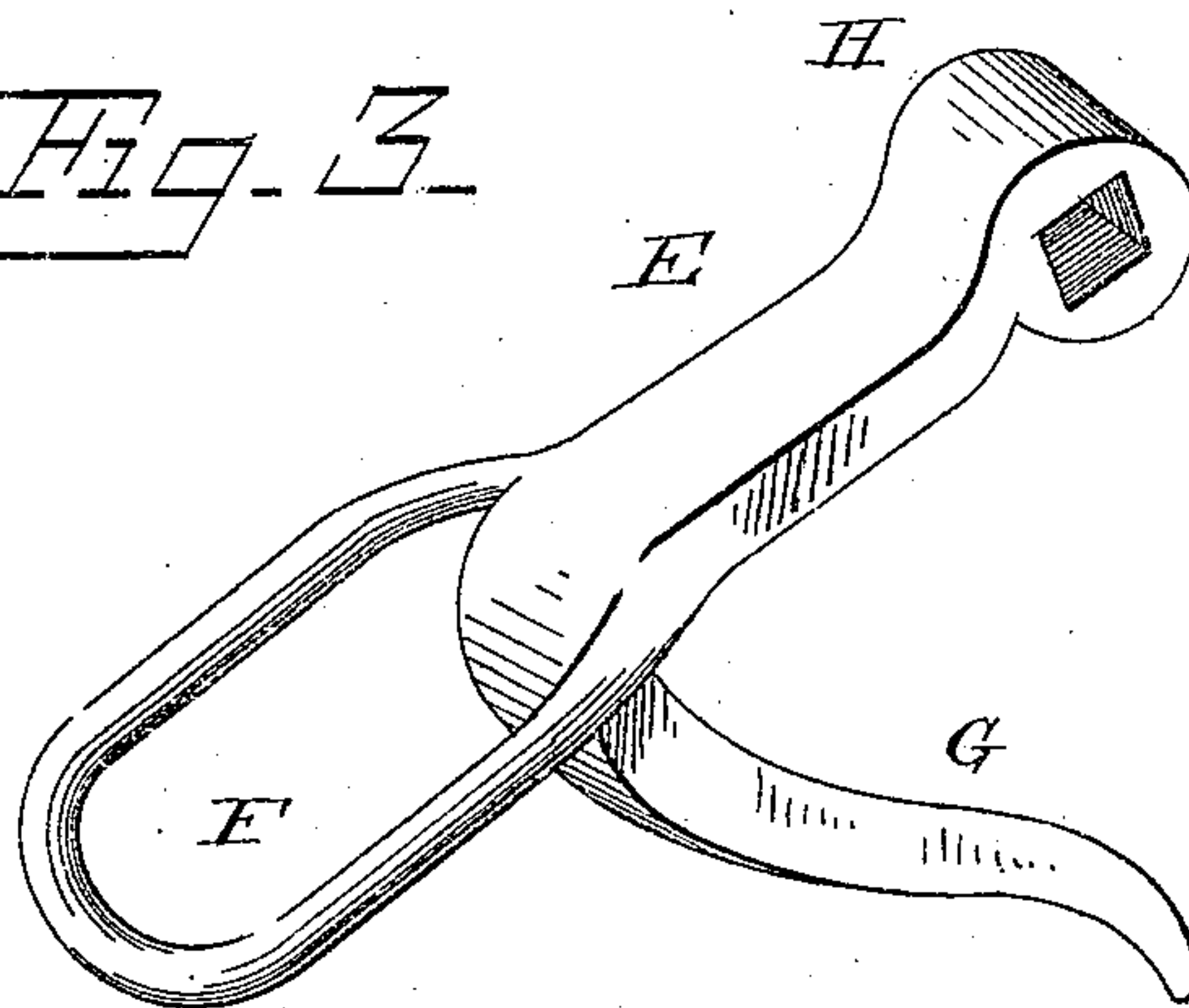


Fig. 3



WITNESSES
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 287,385, dated October 23, 1883.

Application filed September 4, 1883. (No model.)

To all whom it may concern:

Be it known that I, CONRAD LUTHER, a citizen of the United States, residing at Scranton, in the county of Lackawanna and State of Pennsylvania, have invented a new and useful Car-Coupling, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to car-couplings; and it has for its object to provide means possessing superior advantages in point of simplicity, durability, convenience, inexpensiveness, and general efficiency.

To this end it consists in certain details of construction and combination of parts, as hereinafter fully set forth, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of my improved car-coupling. Fig. 2 is a longitudinal vertical section of the same. Fig. 3 is a detail view of the combined coupling hook and link.

Like letters refer to corresponding parts in the several figures.

Referring to the drawings, A designates the draw-head, provided with a mouth or recess, B, and in the rear of said recess is a slot, C, in which the end of the combined coupling hook and link is pivoted by means of swinging arms D D, the latter extending through the draw-head.

E designates the combined coupling hook and link, formed in one piece of metal, the link being shown at F in the usual form, while the hook G projects from the inner end of the link in a downward direction. The inner end, H, of the combined link and hook is formed solid, and is mounted upon the swinging arms, so as to turn when said arms are moved upward or downward. The end of the swinging arms which projects through the draw-head is provided with a split key, by means of which the arms are held in the draw-head.

It will be seen that the inner end of the combined coupling hook and link works in the slot C, while the front end thereof works vertically in the recess B.

The operation and advantages of my inven-

tion are obvious, and need not be particularly recited here. By means of the swinging arms D the uncoupling of the devices can be readily effected; but I do not limit myself to the arms to perform this action, since a chain, rope, or rod may be passed through an opening in the upper face of the draw-head, so as to connect with the coupling devices, and thus form a good substitute for said arms.

The coupling of the devices is automatic, the hooks dropping into the links, one of the hooks passing upwardly through the link of the adjoining car, while the other hook passes downwardly through the corresponding link.

It will be seen that when one of the sets of coupling devices breaks another set will remain to couple by, since the double construction of hook and link affords means for this purpose.

The coupling above described is simple and efficient, and by means of the double construction it will prove of incalculable value in its attachment to cars.

Having described my invention, I claim as new—

1. In a car-coupling, the combination, with the draw-head, of the combined hook and link, pivoted at its rear end, H, by means of swinging arms D, which pass through the draw-head, arranged and operating for the purpose set forth.

2. In a car-coupling, the combination, with the draw-head, of the combined coupling hook and link, pivoted at its rear end, H, swinging arms D, on which said coupling hook and link is mounted, slot C, and recess B in the draw-head, to permit the action of the coupling devices, the link extending outward in the usual manner, while the hook projects downwardly through the link, from the inner end of the same, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

CONRAD LUTHER.

Witnesses:

CHARLES KIESEL,
WM. F. KIESEL.