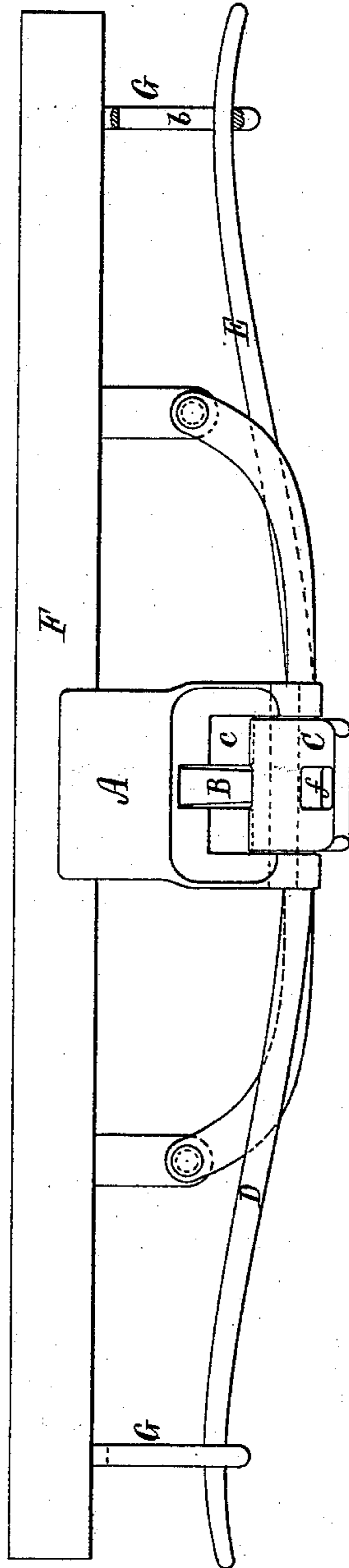
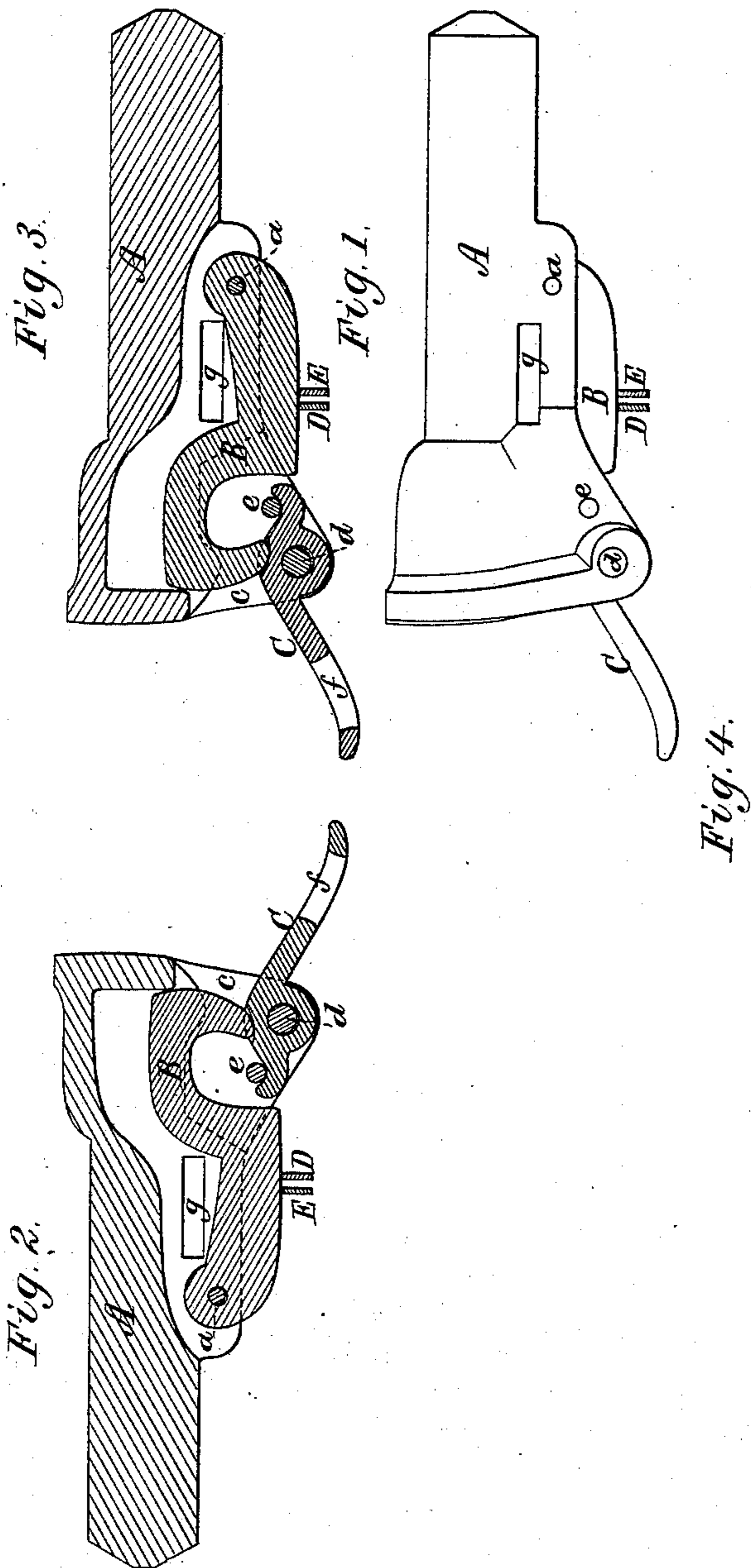


(No Model.)

O. P. HIX.
CAR COUPLING.

No. 308,611.

Patented Dec. 2, 1884.



Witnesses.

S. N. Piper
Ernest Pratt

Inventor.

Oliver Perry Hix
by N. H. Lay att'y.

UNITED STATES PATENT OFFICE.

OLIVER PERRY HIX, OF ROCKLAND, MAINE, ASSIGNOR, BY MESNE ASSIGNMENTS, TO HIMSELF, ADDISON OLIVER, DAVID N. MORTLAND, AND GALEN F. HIX, ALL OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 308,611, dated December 2, 1884.

Application filed October 15, 1884. (No model.)

To all whom it may concern:

Be it known that I, OLIVER PERRY HIX, of Rockland, in the county of Knox, of the State of Maine, have invented a new and useful Improvement in Railway-Car Couplings; and I do hereby declare the same to be described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a side view, and Figs. 2 and 3 longitudinal sections, of a draw or bunter bar provided with my improved coupling, the nature of which is defined in the claims hereinafter presented. Fig. 4 is an end view of part of the platform of a car having a draw-bar furnished with my said coupling and the two levers for forcing its hook upward in order to uncouple it with the connection-shackling lever of another such coupling without requiring an attendant to go between the two coupled cars.

In the drawings, A denotes the draw or bunter bar, which is suitably chambered to receive within it and allow to properly operate a hook, B, and a slotted shackling-lever, C, arranged in it in manner as represented. The hook turns vertically on a pin, *a*, going through its shank, which extends below the draw-bar and directly over two levers, D and E, that near their inner ends are fulcrumed to the platform F and extend in opposite directions toward the sides thereof. Each lever goes through one of two slotted hangers, G, extending downward from the platform, the lever, when the hook is at its lowest position, resting on the bottom of the slot *b* of the hanger. The slotted shackling-lever C extends out of the mouth *c* of the draw-bar in an inclined direction, and is fulcrumed on a pin, *d*, below the part of the hook B which rests on the shackling-lever. Near its rear end the said shackling-lever bears upward against a stationary pin, *e*, such pin and that marked *d* going laterally through the draw-bar. Through the outer arm of the shackling-lever C is a slot, *f*, of sufficient size to couple the said lever with the hook. Directly over the shank of the hook there is extended transversely through the draw-bar a

hole or slot, *g*, through which a wedge or bar may be inserted to keep the hook locked in engagement with a shackling-lever whenever it may be desirable to do so.

When one car may be in movement up to another for the purpose of being coupled to it, the higher shackling-lever of one will be forced against and up the upper inclined surface of the shackling-lever of the other and against the hook over such, which will be pressed upward until the slot of the said higher shackling-lever may come directly under the point of the hook, in which case the hook will drop and enter the shackling-lever and couple the cars together.

To uncouple the cars, either of the levers D and E below the hook is to be raised, whereby the hook will be forced upward out of the link, and this without the necessity of a person going between the cars.

From the above it will be seen that my coupling is a very simple and efficient one, its main essential parts being the stationary stop *e*, its hook B, and the slotted shackling-lever C.

I therefore claim—

1. The railway-car coupling, substantially as described, consisting of the stationary stop *e* and the hook B and slotted shackling-lever C, arranged with and applied to a draw-bar essentially in manner and to operate as set forth.

2. The combination of one or both the levers D and E, fulcrumed to the car-platform, and arranged, as described, with the hook of the coupling, with the said coupling as composed of the stationary stop and the movable hook B and slotted shackling-lever C, applied to a draw-bar substantially as represented.

3. The combination of the draw-bar provided with the hole or slot *g*, arranged in it as set forth, with the coupling composed of the stop, the hook, and the shackling-lever, all being applied substantially and to operate as represented.

OLIVER PERRY HIX.

Witnesses:

R. H. EDDY,

E. B. PRATT.