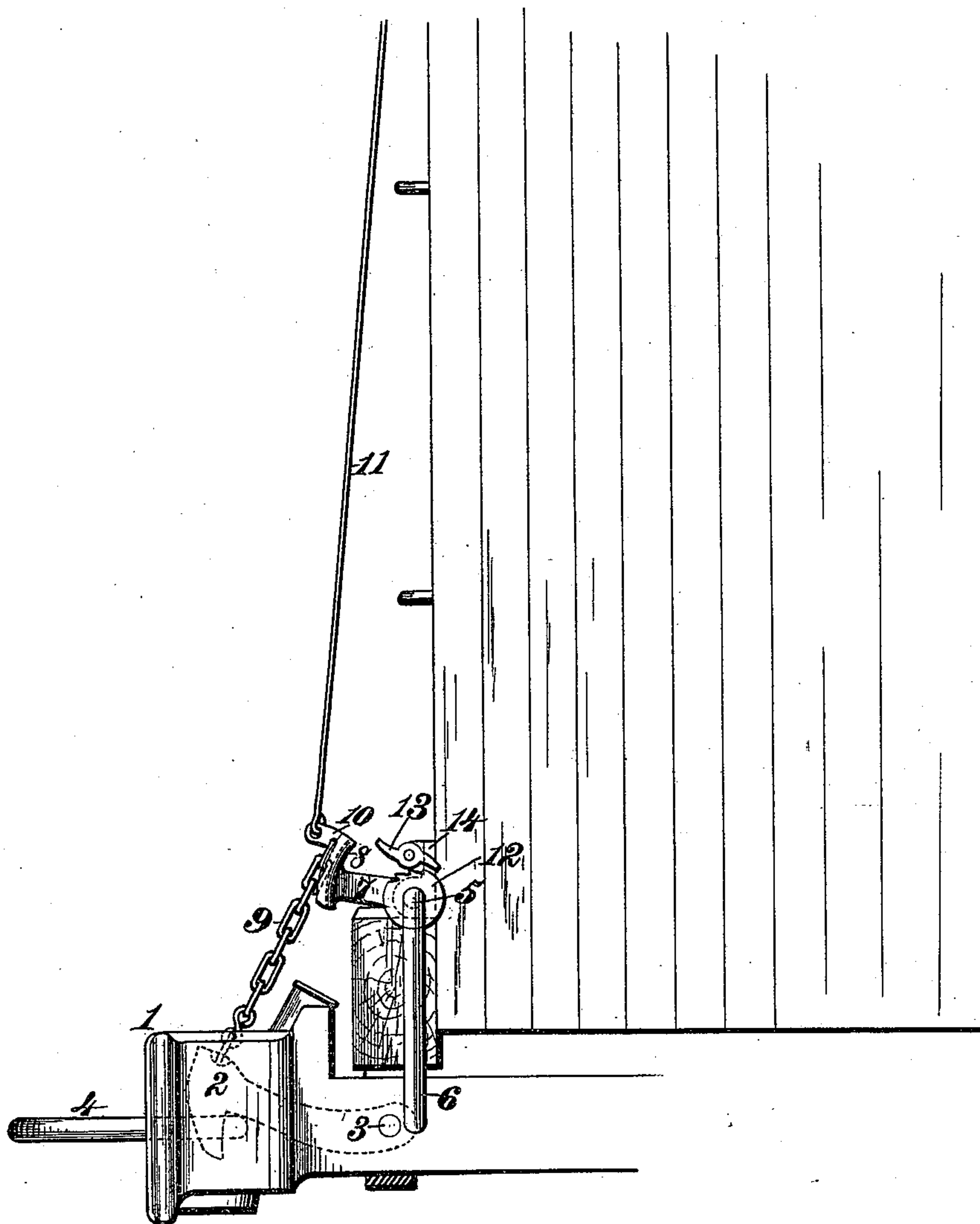


(No Model.)

A. NUTTING.
CAR COUPLING.

No. 355,657.

Patented Jan. 4, 1887.



Witnesses.
Robert Emmett,
Cory B. Hills.

Inventor.
Adrian Nutting.
By *James L. Norris,*
Atty.

UNITED STATES PATENT OFFICE.

ADRIAN NUTTING, OF GREENVILLE, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 355,657, dated January 4, 1887.

Application filed July 8, 1886. Serial No. 207,465. (No model.)

To all whom it may concern:

Be it known that I, ADRIAN NUTTING, a citizen of the United States, residing at Greenville, in the county of Hunt and State of Texas, have
5 invented new and useful Improvements in Car-Couplings, of which the following is a specification.

This invention has for its object to provide
10 simple and novel means for coupling cars by means of a hook and the ordinary link, without the necessity of the brakeman entering between the car-platforms. This object I accomplish in the manner and by the construction and combination of devices hereinafter
15 described and claimed, reference being made to the accompanying drawing, in which the figure is a side elevation of a portion of a car, showing my improved coupling devices applied thereto.

20 In order to enable those skilled in the art to make and use my invention, I will now describe the same in detail, referring to the drawing, where—

The numeral 1 indicates a draw-head connected with the car in any suitable manner,
25 and provided with a vertical central slot, in which can rise and fall a hook, 2, pivoted at its rear end in the draw-head, as shown at 3. The ordinary coupling-link, 4, is adapted to
30 engage the hook, and to operate the latter I provide the following simple mechanism: A transverse shaft, 5, is journaled in suitable bearings at the end of the car, and terminates at one or both ends in a crank-handle, 6. The
35 shaft need only extend from the center of the end of the car to one side thereof, and at its inner end is rigidly attached a crank-arm, 7, having at its outer end a curved head, 8, the face of which is furnished with a curved groove
40 to receive and guide the chain 9. The head 8, at its upper end, is provided with a lateral lug, 10, to which is secured the upper end of the chain 9, the lower end of the latter being connected with the pivoted vertically-swing-
45 ing hook, and to said lug is also secured a rod,

wire rope, or chain, 11, extending to the roof of the car. The shaft 5 is provided with a toothed or ratchet disk, 12, to be engaged by a pivoted pawl, 13, mounted on a suitable support, 14.

If a link enters the draw-head, it will strike
50 the inclined face of the hook, lift the latter, and pass thereunder, when the hook, by gravity, will fall into engagement with the link. If it is desired to uncouple the cars, the handle
55 6 is swung to rock the shaft 5, and thereby raise the crank-arm 7, thus drawing the chain and lifting the hook to disengage it from the link. In this movement the grooved curved
60 face of the head 8 of the crank-arm 7 guides the chain. The crank-arm can be operated from the roof of the car by the rod 11, as will be obvious, and when the coupling-hook is elevated it may be held in that position by en-
65 gaging the pawl 13 with the toothed or ratchet disk 12, thereby locking the shaft 5 in position to prevent its rocking in such direction as would lower the hook.

The construction and operation of the devices are simple and efficient, and permit the
70 coupling-hook to be conveniently raised or lowered from the side or from the top of the car.

Having thus described my invention, what I claim is—

The combination, with a draw-head and a
75 swinging coupling-hook pivoted therein, of the rock-shaft having the crank-arm 7, provided with the grooved head 8, the chain arranged in said groove and connected with the
80 hook, the ratchet-disk on the shaft, and the pawl for engaging the ratchet-disk, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ADRIAN NUTTING.

Witnesses:

JOHN CLARK,
JOSEPH SMITH.