

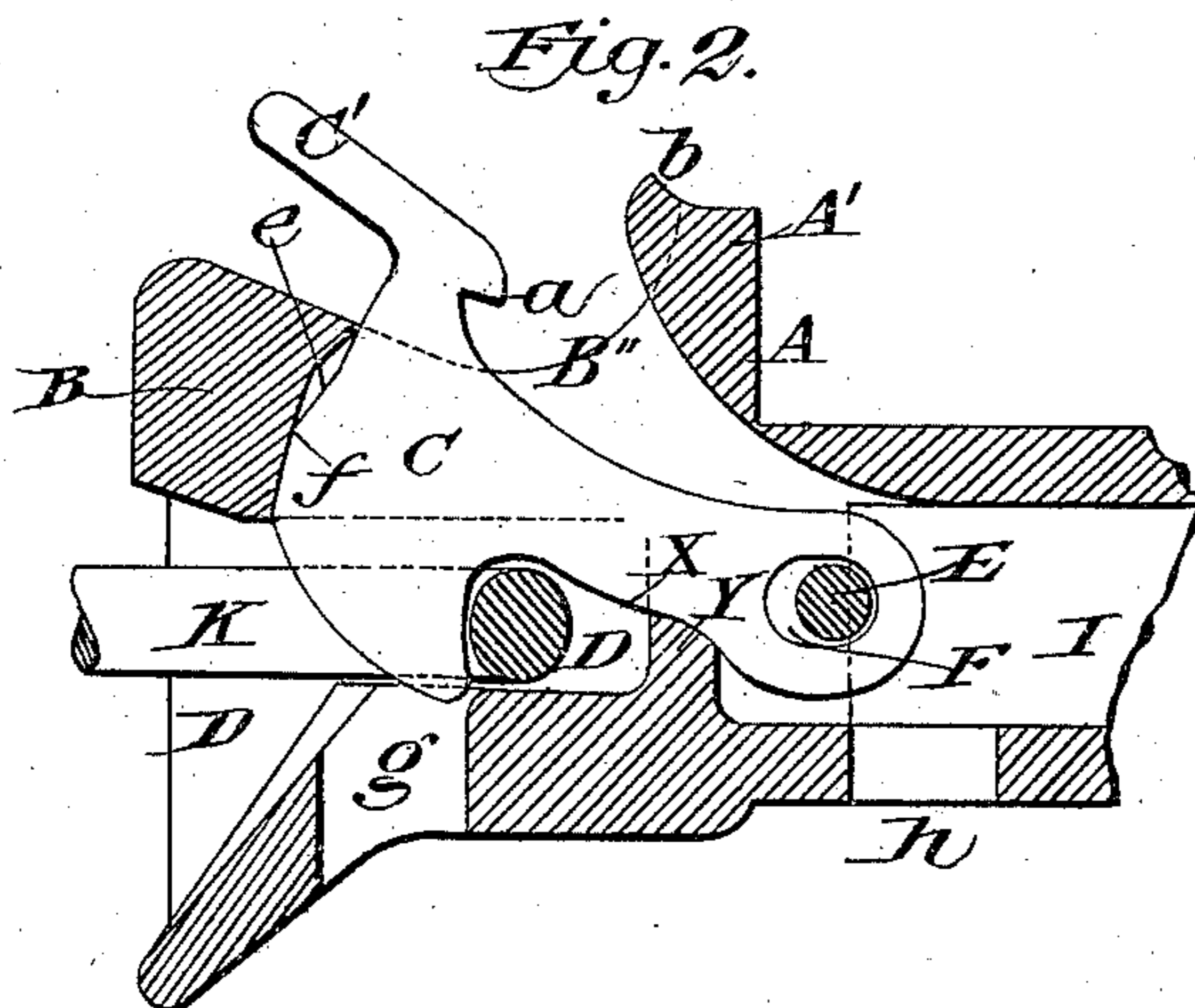
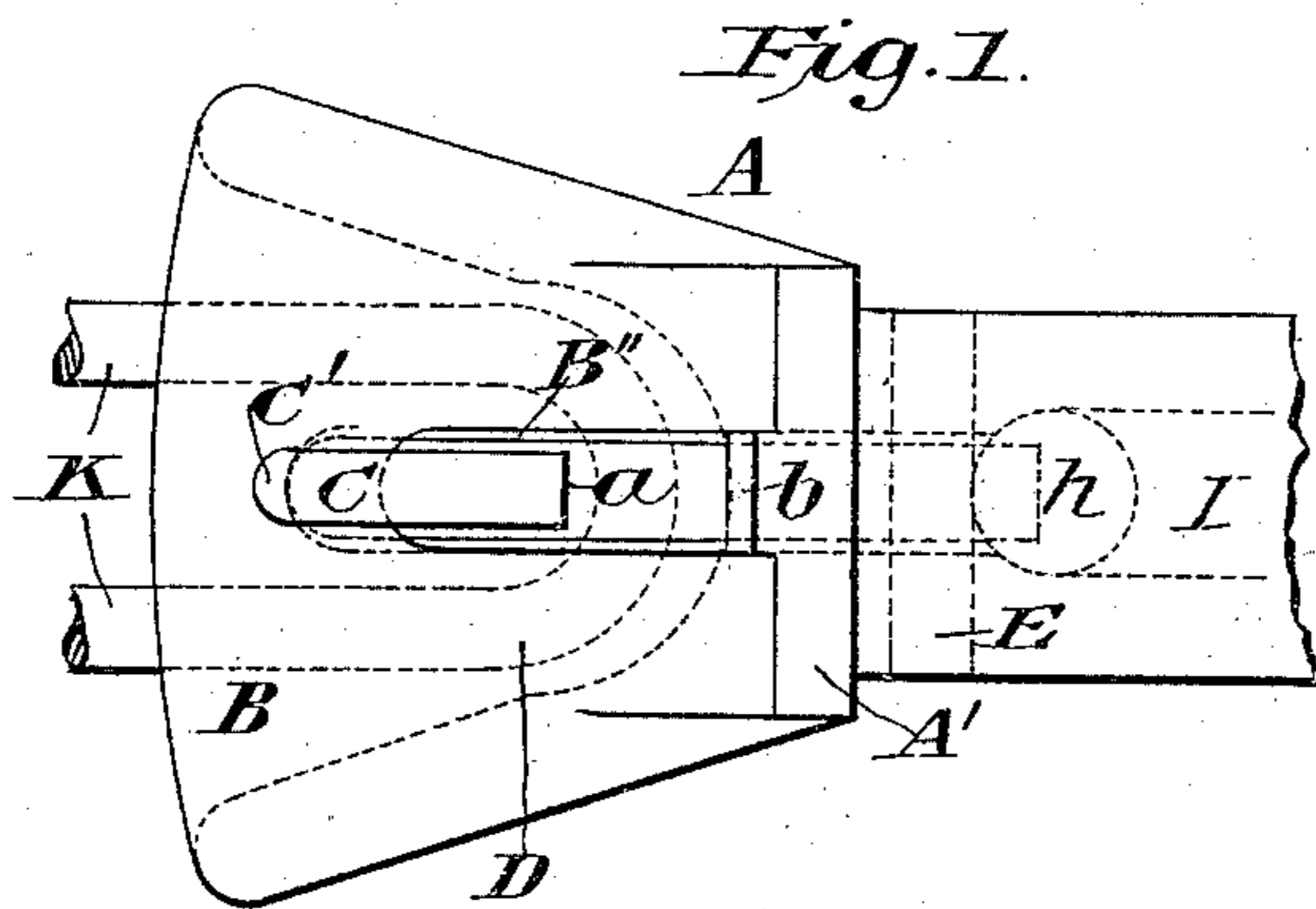
(No Model.)

C. E. HAUPT.

CAR COUPLING.

No. 369,935.

Patented Sept. 13, 1887.



Witnesses:

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CHARLES EDGAR HAUPT, OF ST. PAUL, MINNESOTA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 369,935, dated September 13, 1887.

Application filed July 22, 1887. Serial No. 245,021. (No model.)

To all whom it may concern:

Be it known that I, CHARLES EDGAR HAUPT, a citizen of the United States, residing at St. Paul, in the county of Ramsey and State of Minnesota, have invented a new and useful Car-Coupler and Draw-Head for Freight-Cars, of which the following is a specification.

My invention relates to improvements in car-couplers in which the link of the ordinary freight-car coupler is caught, when the cars are pushed together, automatically, doing away with the ordinary loose pin. I attain this object by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top view of the coupler. Fig. 2 is a sectional side view of the coupler.

Similar letters refer to similar parts in both views.

I make a body of the coupler A, cast in suitable metal, similar to the ordinary form of coupler A, having the usual perforation for a pin, as at *g*, core I, and throat D.

K is an ordinary link.

C is a link-hook, of suitable metal, working vertically in a slot, B', in the upper surface, B, of the draw-head A, pivoted by the pivot E with a lever center or eye, F. The lower surface of the hook C at X projects slightly and fits the projection of the draw-head A at Y. The forward end of the hook C is thickened up and drawn forward, forming a blunt angular face, *f*, which fits into and slides upward and downward upon the forward surface, *e*, of the upper surface, B, of the draw-head A. The upper surface of the hook C is prolonged into a handle, C', and the lower end of the handle C' is prolonged backward into a projection, *a*. In the throat D, behind the position of the pivot E, I make a hole, *h*. The upper surface, A', of the draw-head A, I prolong into a hook-like projection, *b*, upon which the hook C will hang by the projection *a*, when it is lifted by the handle C' and hung upon it.

Having thus described the parts of my invention, I proceed to explain the method of operating the same.

When it is desired to couple the cars, and the hook is hung up on the projection *b*, it is let down by grasping the handle C' and lifting the projection *a* off of the projection *b*, and al-

lowing the hook to swing about the pivot E in the eye F. The hook descends till it strikes the projection Y of the draw-head A. The coupler is then set, and when the car to be coupled is brought in contact with it the incoming link K strikes the lower lip of the draw-bar A and rides up over the incline, forces the hook C back to the end of the eye F, and raises the end of the hook C, which it is enabled to do, as the projection *f* is now behind the surface *e* of the upper surface, K, of the draw-head A. When the link has passed behind the lower surface of the hook C, the hook drops down by gravity and secures the link K. When the cars are drawn out, the link K engages the hook C, and the hook is drawn forward till the blunt angular surface *f* of the hook strikes against the surface *e* of the upper surface, B, of the draw-head A, and the surface *e* is so inclined that the hook cannot move out of its place. To uncouple the cars, I simply lift the hook C up by the handle C', and by means of the projection *a* hang it on the projection *b*, when the thrust D is unobstructed and the link K slides out.

I am well aware that automatic car-couplers having a descending vertical hook have been in use, and I do not therefore claim the use of a hooked coupler in the broad sense; but

What I do claim, and desire to secure by Letters Patent of the United States, is—

1. In an automatic car-coupler, the combination of a draw-head, A, core I, throat D, slot B', projection *b*, surface *e*, pivot E, projection Y, perforation *g*, and perforation *h*, with the vertical hook C, handle C', projection *a*, surface *f*, projection X, eye F, and link K, all arranged and operating substantially as set forth and described.

2. The new article of manufacture, an automatic car-coupler consisting of a draw-head, A, throat D, core I, slot B', upper surface, B, projection *b*, surface *e*, projection *g*, projection Y, the hook C, pivot E, eye F, surface X, handle C', projection *a*, surface *f*, and link K, all arranged as set forth.

CHARLES EDGAR HAUPT.

In presence of—

FRANCIS WILLIS, Jr.,
A. ALEXANDER.