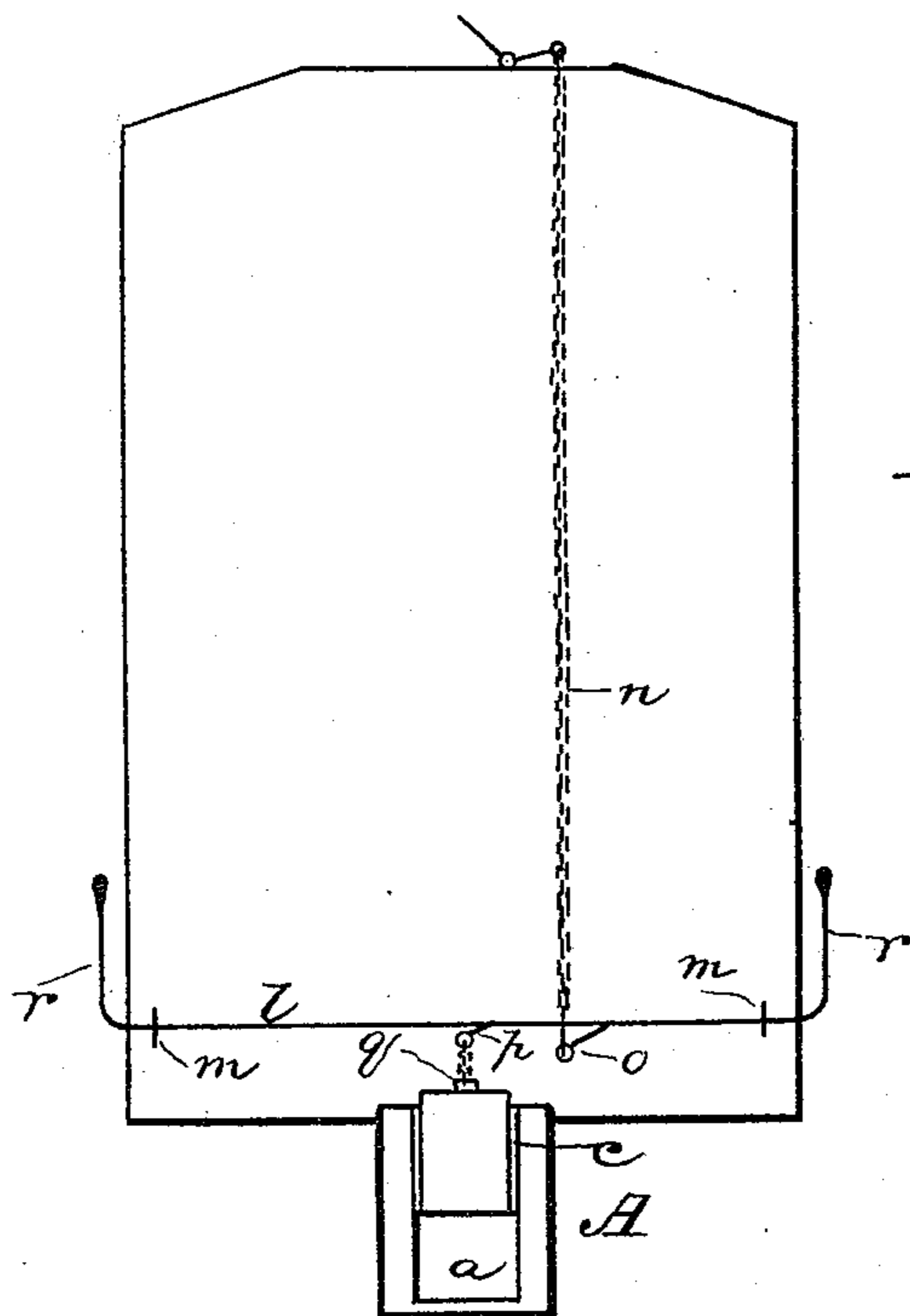
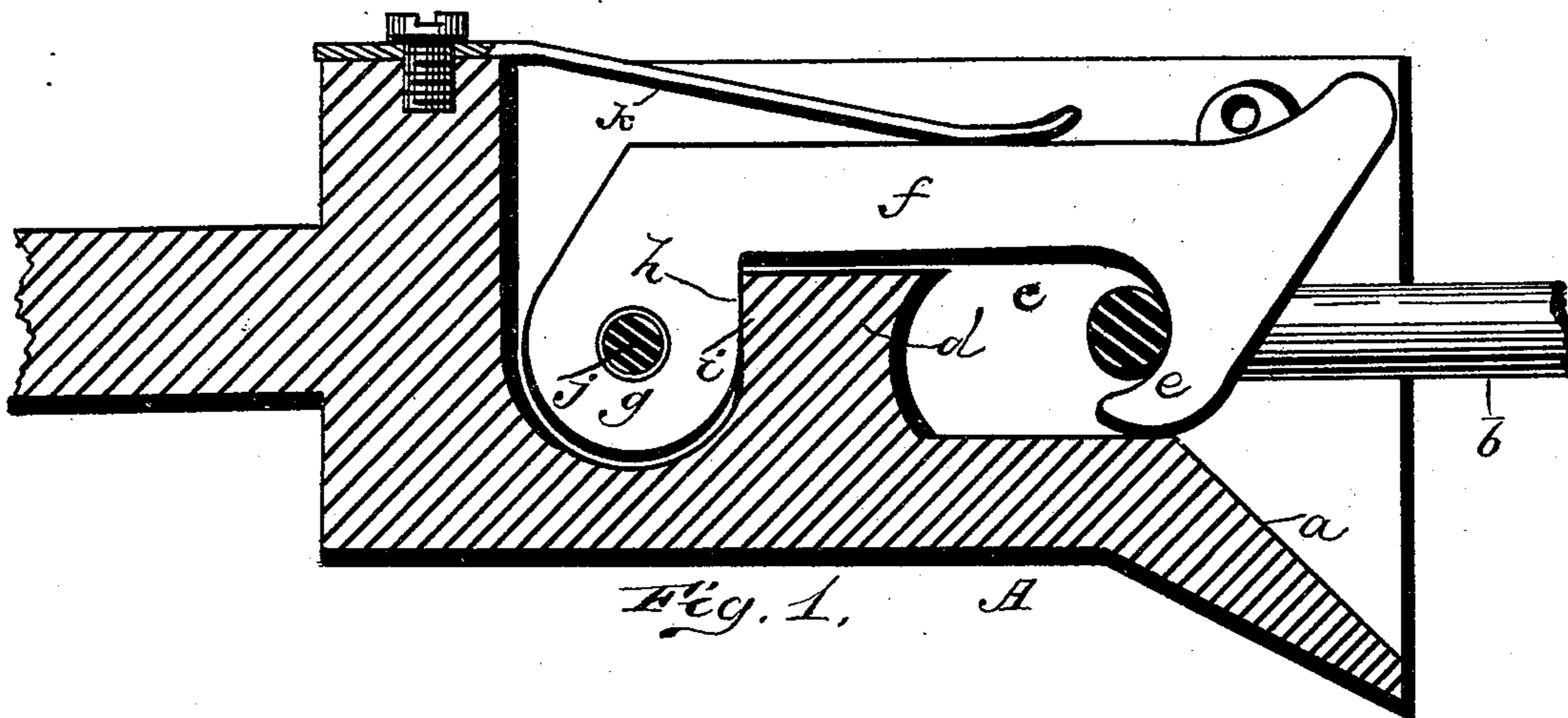


(No Model.)

S. E. PHEISTER.
CAR COUPLING.

No. 430,192.

Patented June 17, 1890.



WITNESSES
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SAMUEL E. PHEISTER, OF TIPPECANOE, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 430,192, dated June 17, 1890.

Application filed April 22, 1890. Serial No. 348,956. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL E. PHEISTER, a citizen of the United States, residing at Tippecanoe township, in the county of Marshall and State of Indiana, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention has relation to improvements in car-couplers; and it consists in the novel construction and arrangement of the same, whereby when two cars come together they will be coupled to one another without aid from any one, all as will be hereinafter fully explained, and particularly pointed out in the appended claim.

The annexed drawings, to which reference is made, fully illustrate my invention, in which—

Figure 1 is a vertical sectional view of my device, and Fig. 2 is a front view.

Referring by letter to the accompanying drawings, A designates a draw-head, which is constructed with the upwardly-inclined surface *a*, whereby the link *b* is guided to the hook, hereinafter mentioned, in coupling the cars to one another. This draw-head I construct with a vertical longitudinal opening or space *c*, adapted to receive a coupling-hook, and also within this space I form integral with said head a vertical projection *d*, which is an essential feature of my device, and in combination with the coupling-hook serves to take strain and wear off the bolt which connects the hook to the head. This hook consists of the hook portion *e*, which engages said link, a horizontal bar portion *f*, and a semicircular portion *g*, which extends at right angles to the bar portion *f*, and by its vertical portion *h* coming in contact with the shoulder *i* in rear of the projection forms a strong bearing for the hook and relieves the bolt *j* from strain, by which bolt said hook is pivoted to the draw-head. A spring *k* is secured at one end to said head, and its free end bears on the upper surface of the hook or bar portion thereof, thus holding said hook

down until it is raised by the link in entering the mouth of the draw-head.

In Fig. 2 I have shown my device applied to a freight or box car, wherein the bar *l* is pivoted at *m m* to the body, and on top of the body or box-car is a crank-lever, which may be operated by the foot or hand, and extending from this lever is a chain *n*, that connects at *o* with the cross-bar *l*, and an arm *p* connects said bar with the coupling-hook, as at *q*, and at each end of said bar are levers *r r*, extending at right angles thereto. It will be seen that when the cars come together the link will raise the hook at same time the spring yields, and after said link passes beyond the hooked end the spring forces the hook down, thus catching the link. This is accomplished without any one going between the cars or with assistance from any one, being a self-coupler.

To uncouple the cars the operator can do so either on top of the car by operating the crank-lever thereon, which through the medium of the chain turns the cross-rod, which in turn raises the hook from engagement with the link, and to uncouple at the side of the car the levers *r r* are forced rearwardly, thereby raising said hook.

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

The combination, with the draw-head A, provided with the incline *a* and projection *d*, having its front face curved, and a vertical rear portion *i*, of the hook *e f g*, inclined rearwardly and inwardly at its forward end, the rear portion of said end being curved correspondingly with the curve in the projection *d* to form a hook, and a downwardly-projecting rear semicircular portion *g*, seated and pivoted by means of the bolt *j* in a semicircular recess in the rear portion of the draw-head, spring *k*, bar *l*, arm *p*, and operating-levers, all constructed and arranged as herein shown and described, and for the purposes set forth.

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

SAMUEL E. PHEISTER.

Witnesses:

WILLIAM PHEISTER,
JACOB PHEISTER.