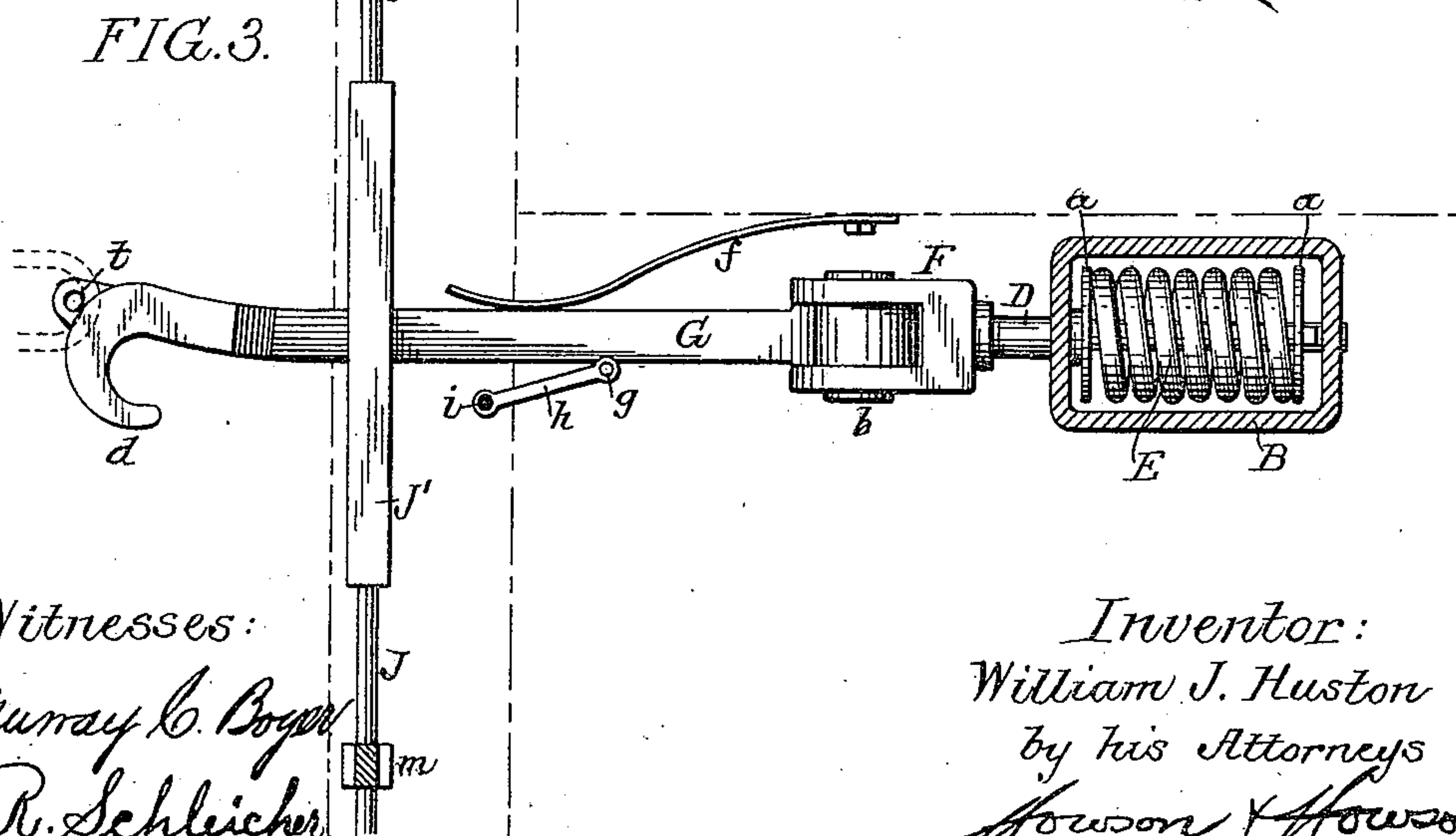
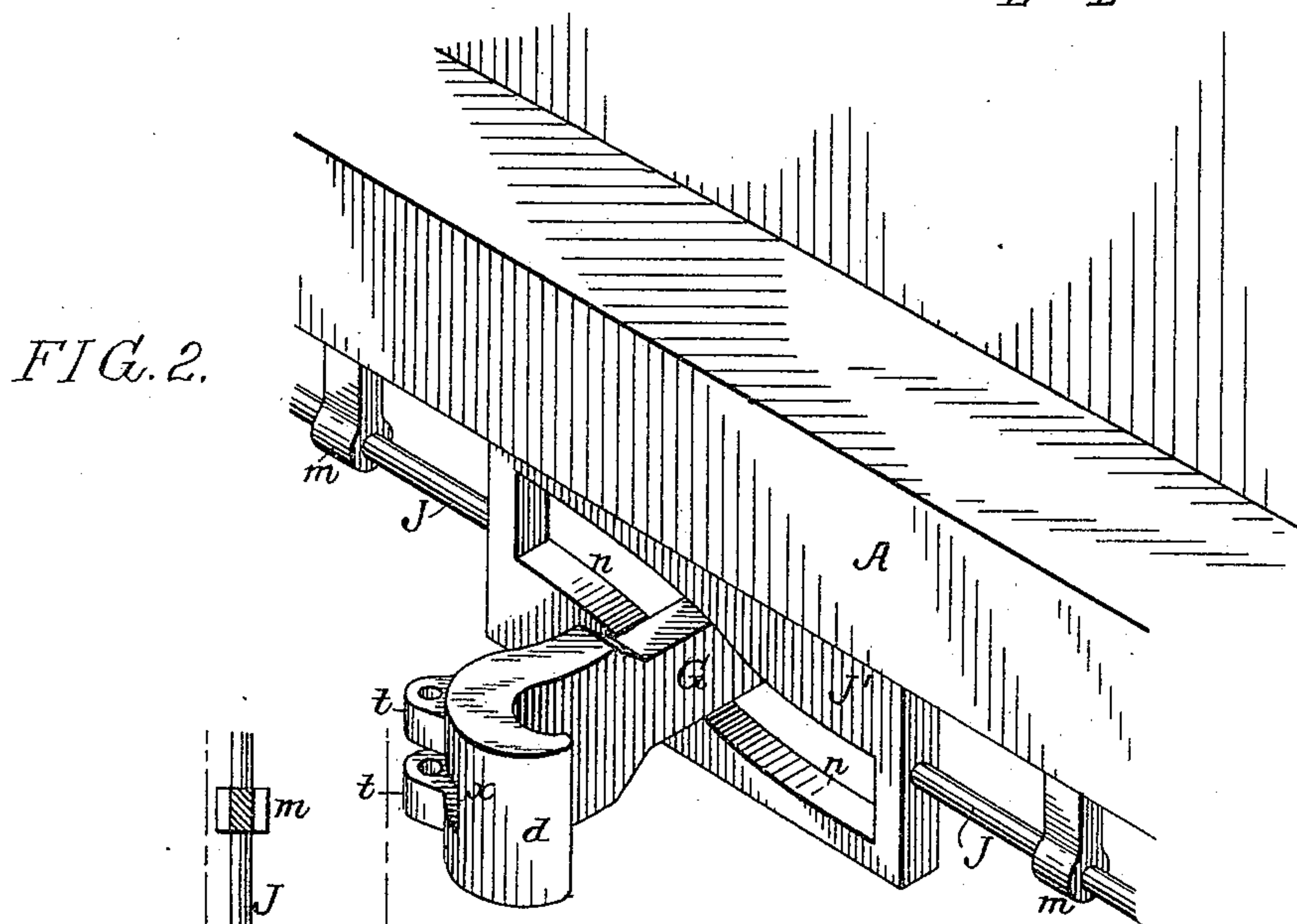
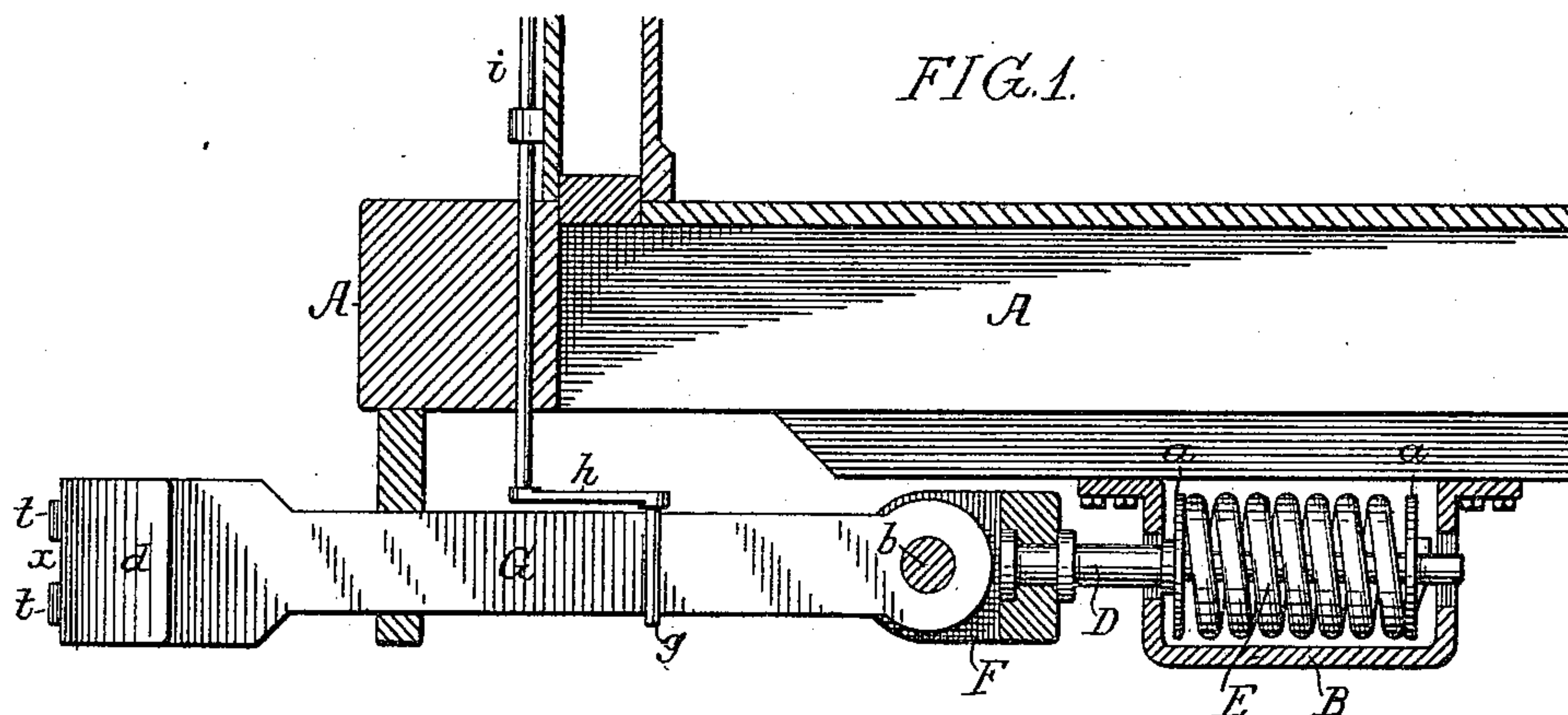


(No Model.)

W. J. HUSTON.
CAR COUPLING.

No. 438,925.

Patented Oct. 21, 1890.



Witnesses:

Murray C. Boyer
R. Schleicher

Inventor:

William J. Huston
by his Attorneys

Howson & Howson

UNITED STATES PATENT OFFICE.

WILLIAM J. HUSTON, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF TWO-THIRDS TO THOMAS N. SUBERS AND JACOB G. SHARP, BOTH OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 438,925, dated October 21, 1890.

Application filed August 21, 1890. Serial No. 362,642. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM J. HUSTON, a citizen of the United States, and a resident of Philadelphia, Pennsylvania, have invented certain Improvements in Car - Couplings, of which the following is a specification.

One object of my invention is to provide means for readily raising or lowering the projecting coupling-head of a car-coupling so as to permit of the coupling of high or low cars, a further object being to provide a simple form of coupling of that class in which a spring-hook on one car engages with a like hook on the adjoining car. These objects I attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1 is a longitudinal section of part of a car with coupling constructed in accordance with my invention. Fig. 2 is a perspective view of part of the car and coupling, and Fig. 3 is a sectional plan view of the coupling with part of the car structure shown in dotted outline.

A represents part of the frame-work of a car, and secured to the under side of said frame is a saddle or stirrup B, in which is guided a rod D, which constitutes a combined draft and bumper rod, a coiled spring E being confined between opposite washers *a* on this rod, so that the spring will be compressed when the rod is subjected to either draft or pushing strain.

The rod D has a fixed head F, within which is pivoted by means of a pin *b* the stem or shank G of the coupling-head, the latter having at the outer end a hook *d* for engagement with the hook of a like coupling on the adjoining car. Lateral movement of the hook to effect coupling is caused by the action of a spring *f*, bearing against the stem G, and movement in the opposite direction to effect uncoupling is effected by the action of a rod *g*, carried by an arm *h* on a vertical shaft *i*, which is adapted to suitable bearings at the end of the car, this shaft being provided with any of the usual means for operating it either from the top of the car or from either side of the same.

It should be understood that the rod D has lateral play in the saddle or stirrup B to permit of a lateral movement of the coupling-head sufficient to effect coupling or uncoupling.

To suitable bearings *m* on the under side of the platform of the car is adapted a transverse rod J, and secured to or forming part of the latter is a block J', having a cam-slot *n*, through which passes the front end of the stem or shank of the coupling-head, so that by moving the rod J to the right or left the coupling-head will under the action of the cam-slot *m* be raised and lowered, so as to provide for coupling with an adjoining higher or lower car. In the back of each head *d* is formed a recess *x*, and projecting from the back of the head above and below this recess are perforated lugs *t* for the reception of a coupling-pin when the coupling has to be effected by means of a link, as shown by dotted lines in Fig. 3.

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

1. The combination of the shank of the coupling-head with a transversely-movable block or plate having a cam-slot for the reception of said shank, whereby as the plate is moved in one direction or the other the coupling-head will be raised or lowered, substantially as specified.

2. The combination of the coupling-head and its shank, the draft and bumper rod having a head to which said shank is pivoted, a spring acting on the shank to move it in one direction, a shaft having an arm acting on the shank to move it in the opposite direction, and a transversely-movable block having a cam-slot for the reception of the shank, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM J. HUSTON.

Witnesses:

JNO. E. PARKER,
H. F. REARDON.