

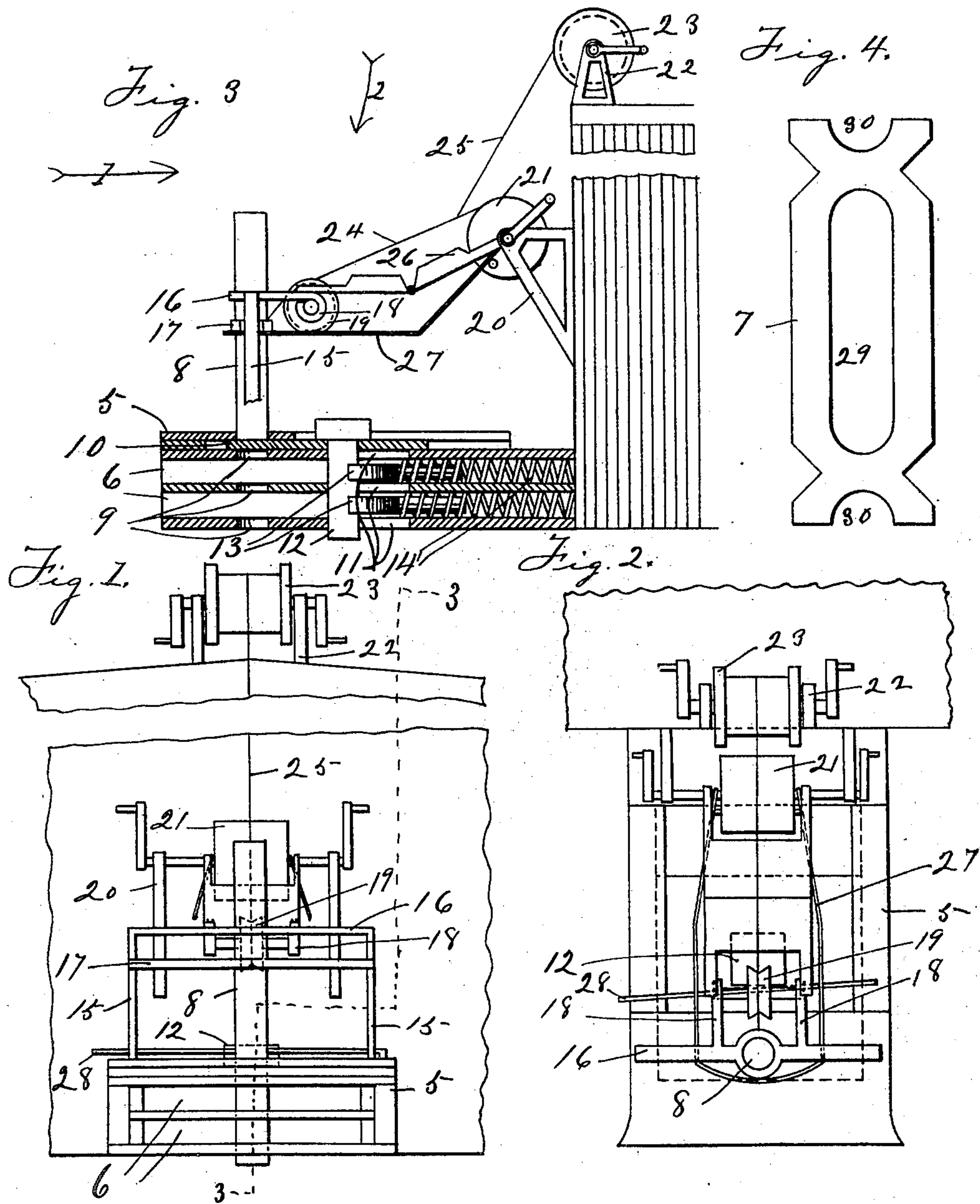
No. 669,088.

Patented Mar. 5, 1901.

C. N. HUNTER.
CAR COUPLING.

(Application filed May 11, 1900.)

(No Model.)



WITNESSES:

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CHARLES N. HUNTER, OF VERSAILLES, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 669,088, dated March 5, 1901.

Application filed May 11, 1900. Serial No. 16,258. (No model.)

To all whom it may concern:

Be it known that I, CHARLES N. HUNTER, a citizen of the United States, residing at Versailles, in the county of Ripley and State of Indiana, have invented a new and useful Car-Coupler, of which the following is a specification.

Figure 1 is a front elevation of a box-car, showing my improved car-coupler in position for use. Fig. 2 is a top plan view. Fig. 3 is a sectional side elevation on the line 3-3 of Fig. 1. Fig. 4 is a plan of the link used in the coupler.

Referring to the drawings in detail, the draw-head 5 has a plurality of chambers 6 to receive the link 7, as required to couple cars of different heights. The coupling-pin 8 operates through the pin-holes 9 and through the chambers. The slide 10 operates in position to cover and uncover the pin-holes. The slotted holes 11 are formed through the draw-head back of the pin-holes to receive the buffer-pin 12, which operates through a tight bearing in the slide 10. The sliding blocks 13 yieldingly engage the buffer-pin, and the springs 14 operate the sliding blocks to push the buffer-pin to its forward limit, and thus hold the slide 10 over the pin-holes and hold the coupling-pin elevated. The posts 15 extend upwardly in parallel positions from the draw-head, and the upper ends of the posts are connected by the bar 16, which has a bearing at its center through which the coupling-pin operates, and the cross-arms 17 extend from the coupling-pin and engage the posts 15 and serve to guide the coupling-pin and to add weight to it. The arms 18 extend backwardly from the bar 16 and support the guide-pulley 19. The brackets 20 are attached to the front end of the car and support the windlass 21. The brackets 22 are attached to the top of the car and support the windlass 23. The cable 24 connects the windlass 21 to the coupling-pin over the pulley 19, and the cable 25 connects the cable 24 to the windlass 23. The apron 26 is in position to support the cable where it sags. The spring 27 extends from the shaft of the windlass 21, around the coupling-pin, under the cross-arms 17, and breaks the force of the coupling-pin when it falls into the pin-holes. The lever 28

is pivotally connected to the draw-head in position to engage the head of the buffer-pin 12, as required to push the pin backwardly against the springs. The link 7 has a slot 29 to receive the coupling-pins, one in each end, and recesses 30 to receive the buffer-pins 12.

When two cars come together, the end of the link 7 enters one of the chambers 6, pushes the buffer-pin 12 against the springs 14, moves the slide 10, and allows the coupling-pin to fall into the slot 29. The coupling-pin may be raised by operating either one of the windlasses. The tension of the springs 14 may be overcome by operating the lever 28.

I claim—

1. In a car-coupler, a draw-head, a coupling-pin operating through the draw-head, posts extending upwardly from the draw-head on opposite sides of the coupling-pin, a bar connecting the upper ends of said posts and having a bearing through which the coupling-pin operates, arms extending backwardly from said bar, a guide-pulley supported by said arms, a windlass attached to the front end of the car and a cable connecting the coupling-pin to the windlass, and a spring extending forwardly from the windlass and in position to break the force of the fall of the falling coupling-pin, substantially as specified.

2. In a car-coupler, a draw-head, a coupling-pin operating through the draw-head, posts extending upwardly from the draw-head on opposite sides of the coupling-pin, a bar connecting the upper ends of said posts and having a bearing through which the coupling-pin operates, arms extending backwardly from said bar, a guide-pulley supported by said arms, a windlass attached to the front end of the car and a cable connecting the coupling-pin to the windlass, a second windlass mounted on top of the car, and a second cable connecting the coupling-pin to the second windlass, and a folding apron in position to support the cables when slack, substantially as specified.

CHARLES N. HUNTER.

Witnesses:

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