

(No Model.)

F. P. HYNDS.

CAR COUPLING.

No. 346,409.

Patented July 27, 1886.

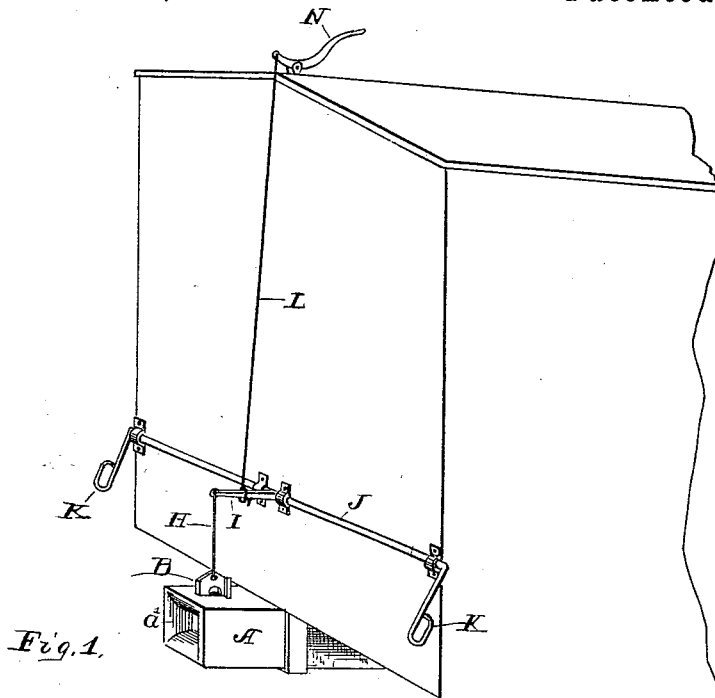


Fig. 1.

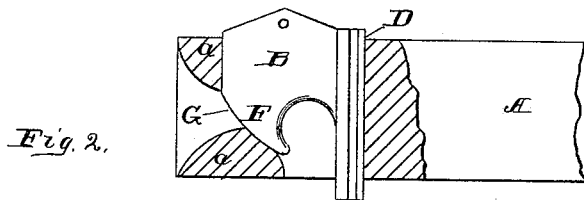


Fig. 2.

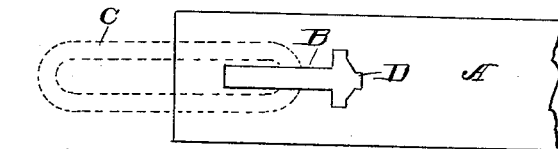


Fig. 3.

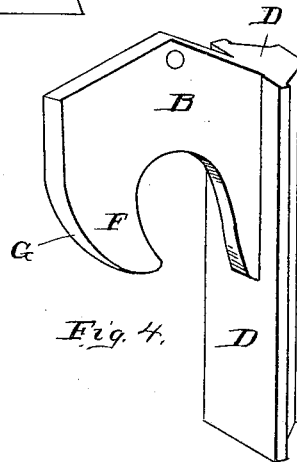


Fig. 4.

WITNESSES:

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 346,409, dated July 27, 1886.

Application filed November 27, 1885. Serial No. 184,005. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS P. HYNDS, of Ralston's Station, in the county of Weakley and State of Tennessee, have invented a new and useful Improvement in Car-Couplers, which improvement is fully set forth in the following specification and accompanying drawings.

This invention relates to an improvement in an ordinary link and draw-head, whereby the pin is dispensed with and a device consisting of a hook and shell substituted therefor. The object is to so shape the hook that when an ordinary link is placed in position in either one of the draw-heads and the cars run together it will couple automatically.

In the accompanying drawings, Figure 1 is the perspective view of a freight-car with my improved coupler. Fig. 2 is a longitudinal sectional side view of the improvement, showing the form of the hook-block with link and its position when the draw-heads are coupled. Fig. 3 is a top view showing position of the hook-block in the draw-head; and Fig. 4 is an angular perspective view of the block, showing clearly the form of construction.

A is an ordinary draw-head, its mouth formed by the inwardly-contracting sides or cheeks *a* and *a'*. A short distance from the outer end is a slot made down through it, to receive a hook-block, B, having the slide D at the upper part, as shown. The slide D of this block is made to project below the draw-head A a greater distance than the amount it rises upward to admit the link under the point of the hook. A bolt, H, attached to the upper part of the block B, extends upwardly, and connects with an arm, I, extending outwardly at right angles from a transverse bar, J, having levers K at the ends outwardly from the side of the car. An independent vertical bar, L, extends from the top of the car, the lower end connecting with the arm I, so that the coupler-block B may be manipulated either from the top or side of the car. The upper

end of the vertical rod L has a lever, N, pivoted centrally, and has a spring near each end, so that the said lever may be operated either way.

To operate this device by hand, the block B is raised up to the position shown in Fig. 1 by the dotted lines with either the vertical bar L from the top of the car or with the horizontal bar J from the side of the car, the point F of the hook thus being above the link. This permits the insertion of the link, when, if the lock-block is dropped, its hook will engage the loop of the link and couple the head thereby. As the hook F comes behind the lower cheek, *a*, of the mouth-piece, and the coupling-link rests at its end on the said cheek *a*, the link is raised up and so engaged with the hook that any ordinary jolting or shaking of the car will not displace its connection with the point or hook. To operate it by running the cars together, the front of the hook F is beveled at G at such an angle that when pressure is brought against it by the end of the link it will cause the whole block to jump upward until the link passes under the point F and into the draw-head far enough to permit the block with its hook to drop by gravity into the position shown in Fig. 1, thus fastening the link into the draw-head automatically.

Having described my invention, what I claim as new is--

In a car-coupler, the combination of a draw-head, A, with a block, B, having a slide, D, and hook F, disposed vertically in a draw-head, and operated by horizontal and vertical bars J and L and lever I from the top and sides of the car, the whole arranged as and for the purpose substantially as herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand, this 2d day of November, 1885, in the presence of witnesses.

FRANCIS P. HYNDS.

Witnesses:

A. HATLER,
LEA HARRIS.