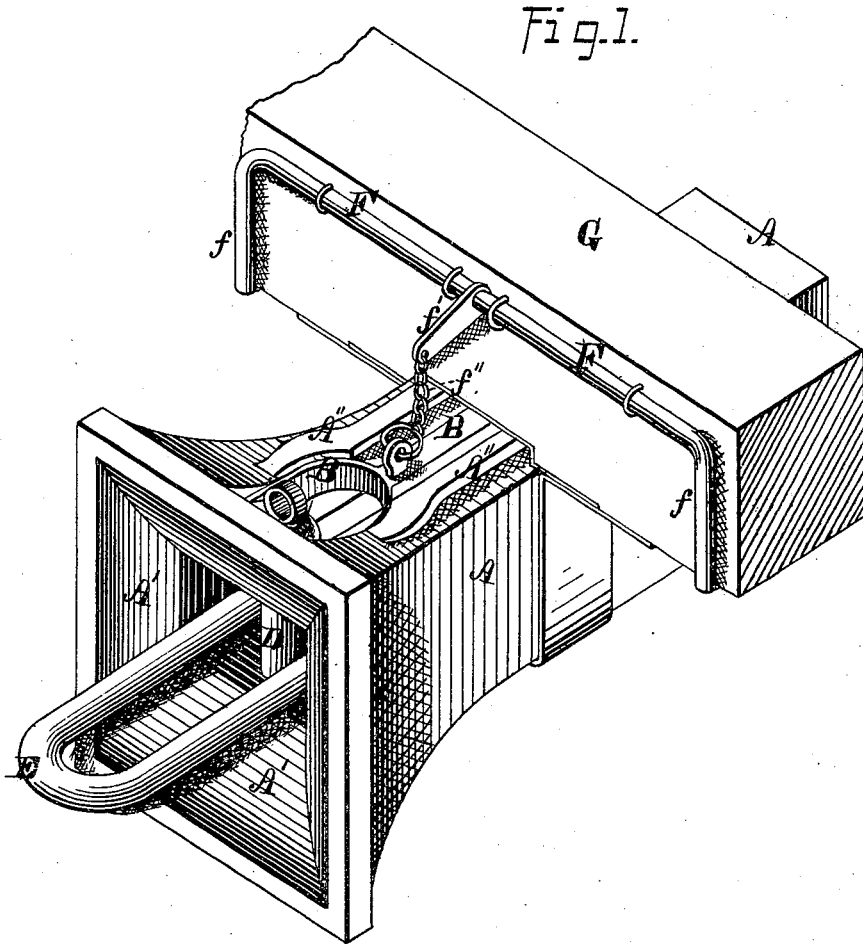


W. R. HUNTER.  
Car-Coupling.

No. 167,767.

Patented Sept. 14, 1875.



WITNESSES:

*Jas. C. Hutchinson*  
*John R. Young*

INVENTOR.

*Wm. R. Hunter, by*  
*Prindle & Co., his attys*

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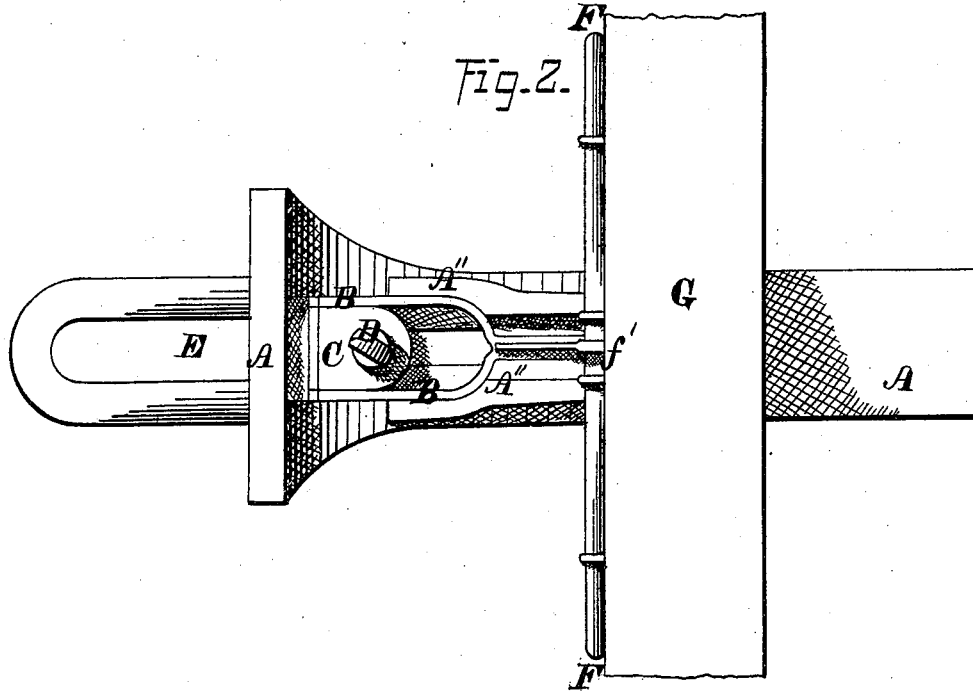
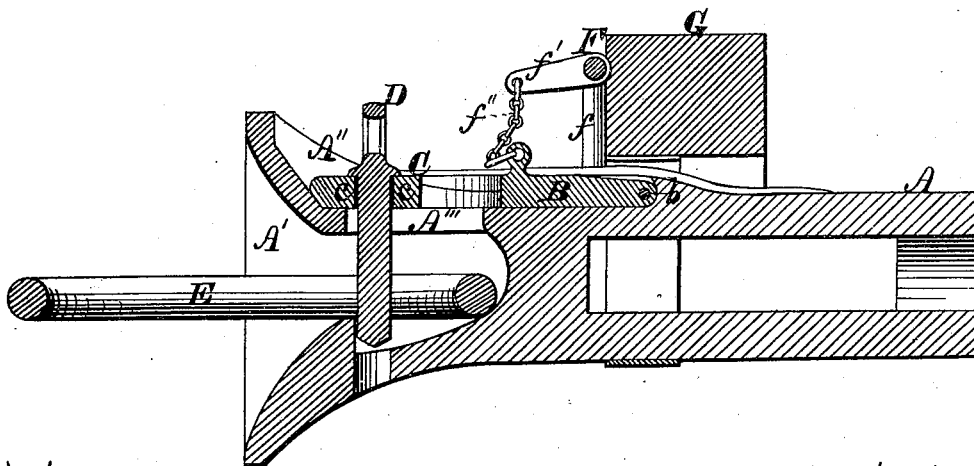


Fig. 3.



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Fig. 4.

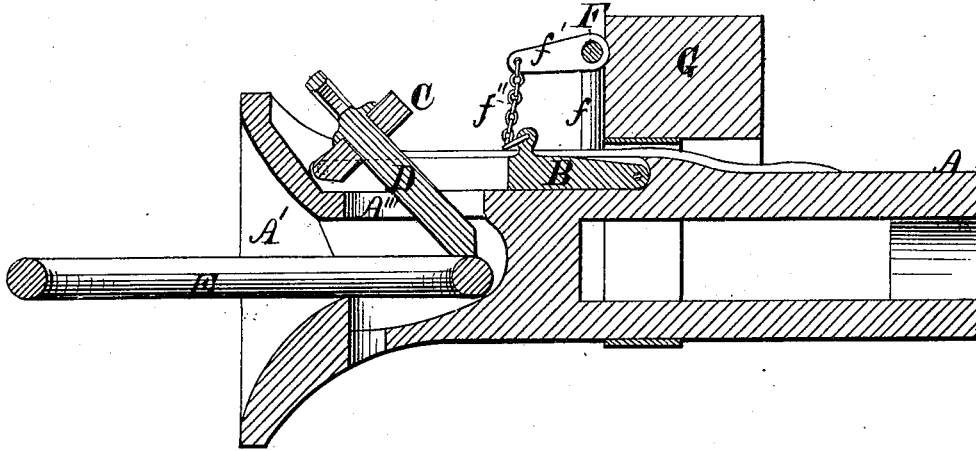
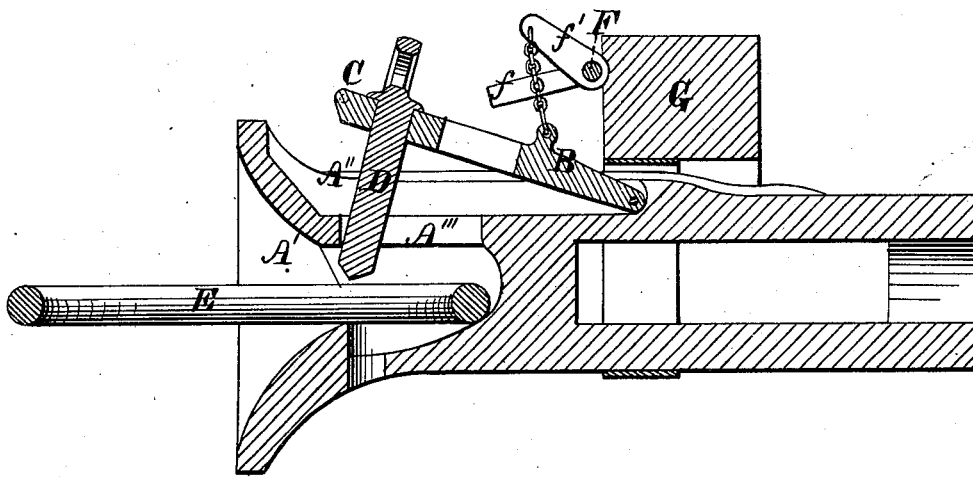


Fig. 5.



WITNESSES=

*Jack Hutchinson*  
*John R. Young*

INVENTOR.

*Wm R. Hunter, by*  
*Prindle and Co. his Attys*

# UNITED STATES PATENT OFFICE.

WILLIAM R. HUNTER, OF TOLEDO, ASSIGNOR TO HIMSELF, EDWARD W. KELLY, OF PAINESVILLE, AND JOSEPH G. FISHER, OF TOLEDO, OHIO.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 167,767, dated September 14, 1875; application filed May 17, 1875.

*To all whom it may concern:*

Be it known that I, WM. R. HUNTER, of Toledo, in the county of Lucas and in the State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of my improved coupling, with a link in position. Fig. 2 is a plan view of the upper side of the same. Fig. 3 is a vertical central section upon a line with the draft, showing the parts in their normal positions. Fig. 4 is a like view of said parts, just before said link passes into engagement, and Fig. 5 shows the coupling-pin raised so as to release the link.

Letters of like name and kind refer to like parts in each of the figures.

The design of my invention is to render less hazardous to life and limb the operations of coupling and uncoupling cars, and at the same time to enable the ordinary links and pins to be employed; and it consists in the construction and combination of the operative parts of the hereinafter-described coupling, substantially as specified.

In the annexed drawings, A represents a draw-bar, which has the usual shape exteriorly, and at its outer end is provided with an ordinary bell-mouth, A'. Within the upper side of the bar A is provided a recess, A'', which has the form shown in Figs. 2 and 3, and contains a correspondingly shaped yoke, B, that is pivoted at its rear end, and is capable of motion in a vertical plane upon said pivotal bearing *b*. Between the forks which form the front end of the yoke B is pivoted a block, C, that is provided with a vertical opening, *c*, which corresponds to and receives a coupling-pin, D, of usual construction. The block C is pivoted at its forward edge, and rests upon the bottom of the recess A'' in a horizontal position, except when it is desired

to pass a link, E, into the draw-head, in which event said block will turn upon its pivotal bearings upward and forward, so as to cause the lower end of the pin D to swing rearward and upward, to accommodate which movement of said pin, the opening A''' for its reception within said draw-bar is elongated rearward, as seen in Fig. 3. To release a link, E, from engagement with the draw-head the yoke B is turned upward and rearward upon its pivotal bearing, and with it are raised the block C and pin D, as shown in Fig. 5.

In order that the operation of uncoupling may be performed from either side of the car a shaft, F, is journaled horizontally within suitable bearings upon the "dead wood" or end of the platform G, and is provided at each end with a radial arm, *f*, and at its center with a third radial arm, *f'*, from the latter of which a chain, *f''*, extends downward to, and is connected with, the yoke B. As thus arranged, by turning upward one of the arms *f*, the shaft F will be partially rotated within its bearings, its arm *f'* raised, and with the latter the yoke B, block C, and pin D.

In addition to the shaft and its connections, as described, a chain may, if desired, extend from the yoke to the top of the car, so as to enable the pin to be raised from that point.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

The hereinbefore-described car-coupling, in which the draw-bar A, yoke B, pivoted block C, and coupling-pin D are constructed, combined, and operate in the manner and for the purpose specified.

In testimony that I claim the foregoing I have hereunto set my hand this 12th day of May, 1875.

W. R. HUNTER.

Witnesses:

DONALD McDONALD,  
GEORGE VETTER.