J. A. HINSON.

CAR-COUPLING.

No. 188,516. Patented March 20, 1877.

Fig. 1.

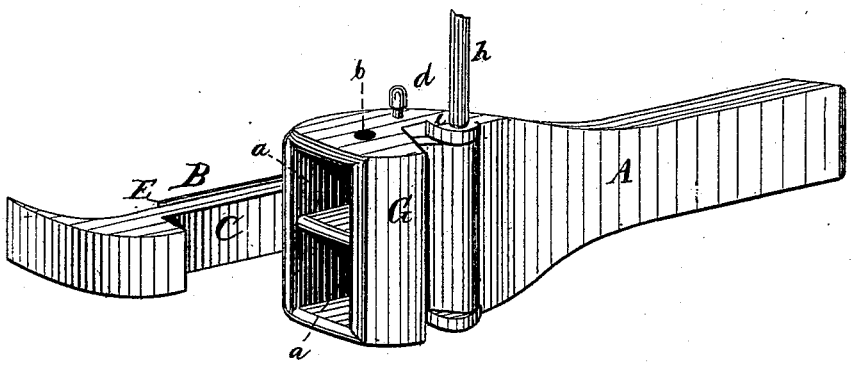


Fig. 3.

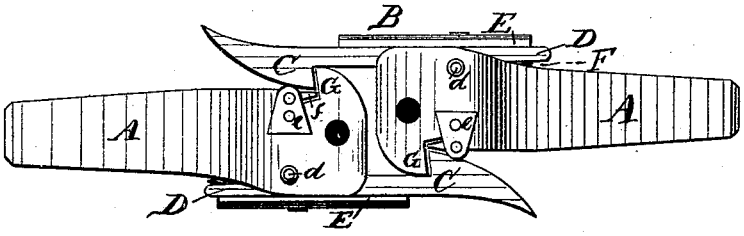
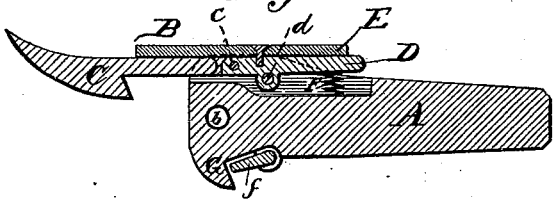


Fig. 2.



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UNITED STATES PATENT OFFICE.

JAMES A. HINSON, OF OSKALOOSA, IOWA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **188,516**, dated March 20, 1877; application filed September 30, 1876.

To all whom it may concern:

Be it known that I, JAMES ADDISON HINSON, of Oskaloosa, in the county of Mahaska and State of Iowa, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of the draw-head of a car having my improved coupling. Fig. 2 is a longitudinal horizontal section of the same; and Fig. 3 is a plan view of two draw-heads, showing the method of coupling.

Similar letters of reference indicate corresponding parts in all the figures.

This invention relates to car-couplings; and it consists in the peculiar construction of the coupling-hook, which enables it to be thrown out of the way when the coupling is to be used with the old-fashioned pin and link, substantially as hereinafter more fully shown and described.

In the drawing, A is the draw-head. Instead of making the front of this square, as is usually the case, it is made high and comparatively narrow. It may, if desirable, be divided by horizontal dividing-plates into sections *a a*, one above the other; but this is not necessary. It has a vertical perforation, *b*, into which a pin may be inserted, for use with link-couplings.

On one side the draw-head A has a recess, in which is pivoted the coupling-hook B. This consists of two sections, hinged together at *c*. The forward section, C, consists of a stem, terminating in a beveled hook, and the rear section, D, is simply a stem, forming a continuation of C. The pin *d*, by which the coupling-hook is pivoted in the draw-head, passes through the rear section D.

E is a metallic plate, pivoted upon the rear section D, as shown. The object of this plate is to give rigidity to the coupling-hook when in use. If the coupling is to be used with pin and link, the plate E may be turned out of the way, thus permitting section C to be folded back, so as not to obstruct the front of the draw-head.

F is a coiled spring, placed under the rear end of stem D in a recess of the draw-head. This spring, when the plate E is in the position shown in the drawings, forces section D, and with it plate E, outward, thus forcing the front section C and the hook inward in front of the draw-head, where it is ready for operation.

On the side of the draw-head opposite to the coupling-hook B is a beveled projection, G. Behind this projection, on the upper and lower sides of the draw-head, are brackets *e e*, between which is pivoted a plate, *f*, the pivoting-pin of which is affixed solidly to the plate, and terminates in a rod, *h*, reaching up to the platform or top of the car.

The operation of my improved car-coupling is as follows: When the cars come together the coupling-hooks are pushed aside by the opposite draw-heads, and engage with the projections G, being held in place by the action of the springs F.

To uncouple, it is only necessary to turn the plates *f* by rods *h*, which, for this purpose, may be provided with suitable handles or cranks. The result of this is, that the hooks will be pushed out of the recesses behind projections G, and the cars will be uncoupled.

The peculiar construction of the coupling-hooks B renders my improved car-coupling easily adapted for use with pin and link; the height of the draw-head enables cars of unequal height to be easily coupled without danger of missing; and the general construction is cheap and efficient.

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

The coupling-hook B, consisting of stems C D, hinged together at *c*, and plate E, pivoted upon section D, substantially as and for the purpose shown and specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES A. HINSON.

Witnesses:
LOUIS BAGGER,
WM. BAGGER.