

(No Model.)

J. FASHING.  
CAR COUPLING.

No. 276,168.

Patented Apr. 24, 1883.

Fig. 1.

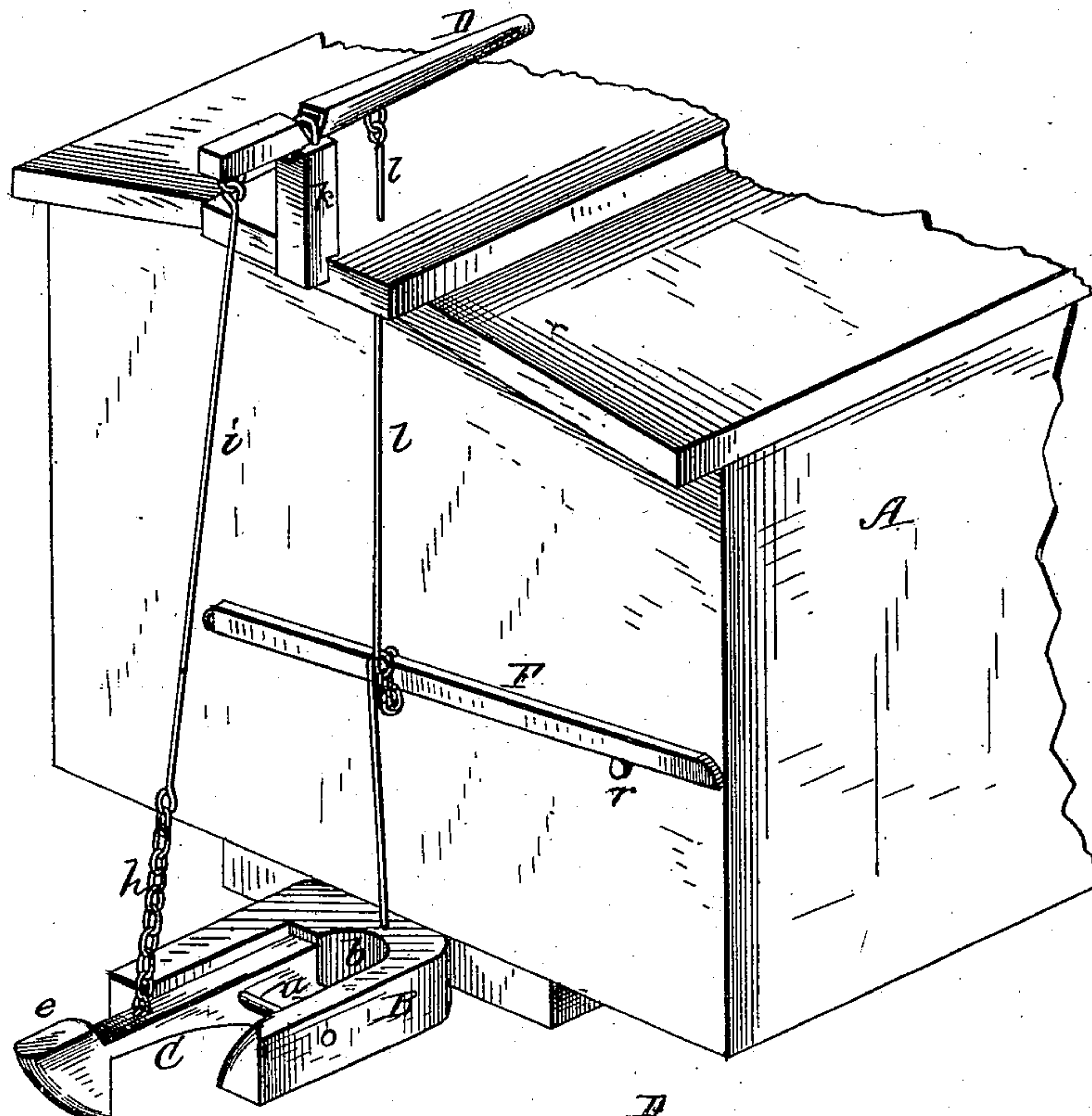


Fig. 2.

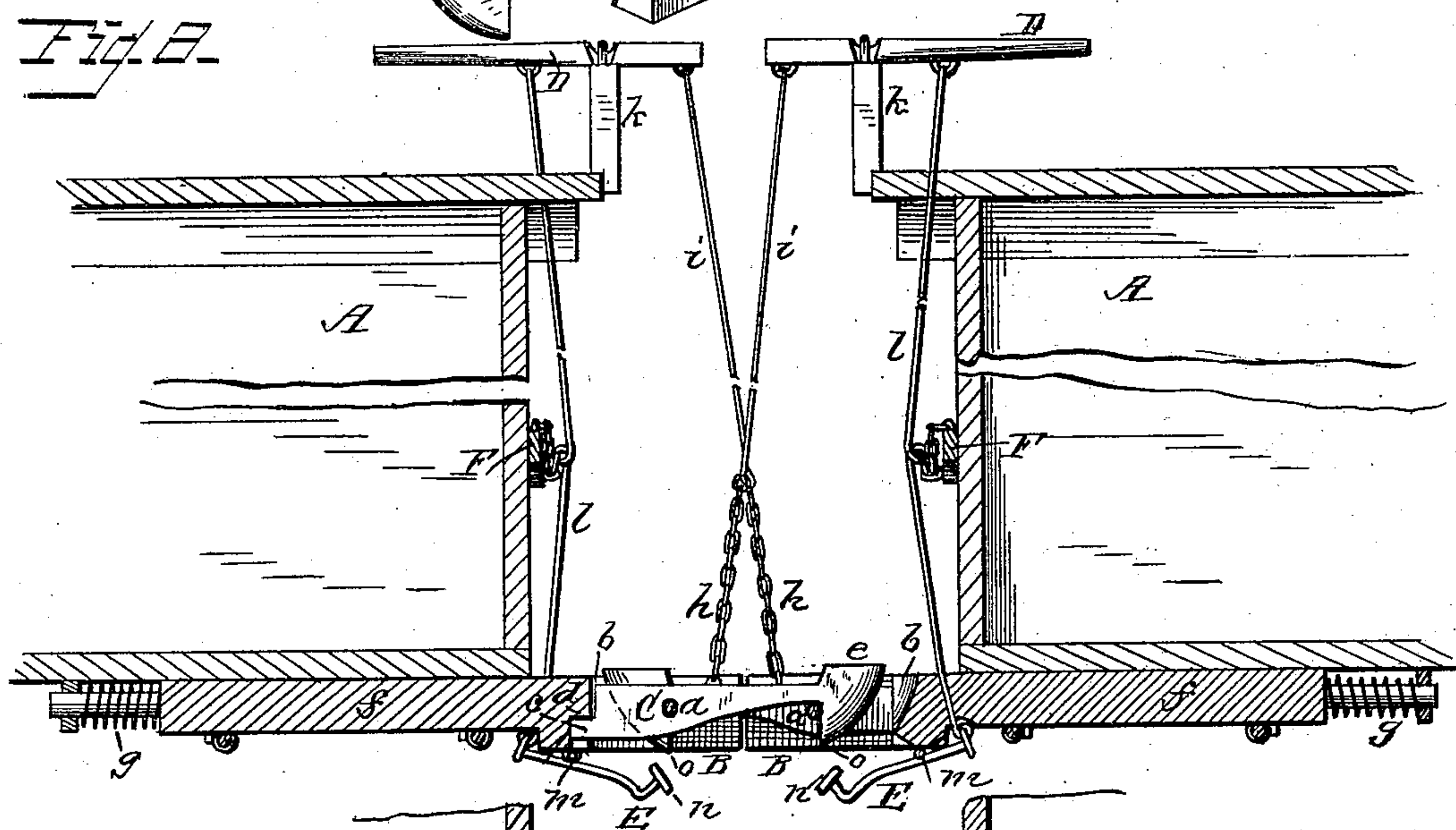
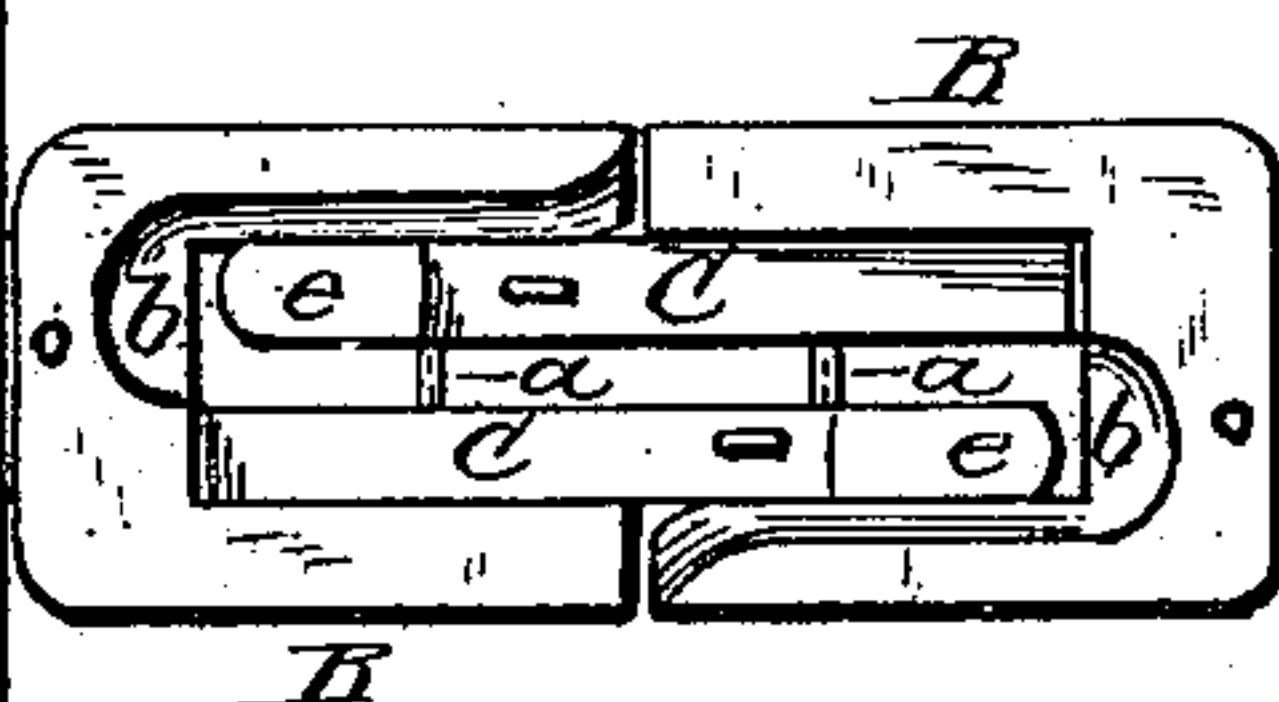


Fig. 3.

WITNESSES

*E. L. Ourand*  
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INVENTOR

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# UNITED STATES PATENT OFFICE.

JOHN FASHING, OF WINFIELD, KANSAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 276,168, dated April 24, 1883.

Application filed February 28, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN FASHING, a citizen of the United States, residing at Winfield, in the county of Cowley and State of Kansas, 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 of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of my invention; Fig. 2, a longitudinal vertical section, and Fig. 3 a top plan view of the same.

This invention relates to that class of car-couplers in which the coupling is automatically effected by the coming together of the opposing draw-heads, and uncoupled from the sides or top of the cars by means of suitable lever-connections, to avoid the necessity of the brakeman or train-hand entering between said cars; and the objects of the present invention are to provide such a car-coupler as will be at once simple and inexpensive in its construction, effective in its operation, and readily adapted to any car to automatically couple, regardless of an existing difference in height of the opposing car. These objects I attain by the construction substantially as shown in the accompanying drawings, and hereinafter described and claimed.

In the drawings, A represents a car or cars provided with draw-heads B, in which are pivotally hung latches C upon draw-bars *a*. These draw-heads B are formed with a recess, *b*, at their rear, in order to more readily admit the opposing latch, the latches being hung in such a way as to be opposite the recessed side in each draw-head, and of a size just half the width between the sides of said draw-heads, so that when the cars are coupled together the said latches will come snugly against each other, and thereby be prevented from moving laterally on the draw-bars. These latches C are cut away at their rear ends to form shoulders *c*, which abut against a stop, *d*, on the under side of each draw-head, thereby preventing the heads *e* of said latches from falling out of their proper position when the cars are un-

coupled. The draw-heads B are provided with extensions *f*, working in suitable guides upon the under surface of the cars, and the jar of the cars coming together compensated by a suitable spring, *g*, interposed between these extensions about midway of each car.

To each of the latches C, just back of the head *e*, is connected a short chain, *h*, which in turn connects with a rod, *i*, attached to a lever, D, having its bearing upon a block, *k*, at the top of the car, the purpose of the short chains being to form a flexible connection, as when the latch is raised the rod will fall in toward the car.

To the levers D are also connected rods *l*, extending down through the draw-heads at each end of the car, and in turn connecting with the rear end of a lever-arm, E, journaled in bearings *m* upon the under side of the draw-heads, the outer end of said lever-arm being provided with a suitable head, *n*, which bears against the head of the latch on the opposing car when the rod *l* is operated.

Connected to the rods *l* in any suitable manner are levers F upon the ends of the cars, and extending out from the sides thereof within easy reach of the brakeman or train-hand, so that these rods connecting with the lever-arms E may be operated from the side as well as the top.

When the cars are uncoupled the latches of their own weight assume the position shown in Fig. 1, their shoulders *c* preventing them from falling lower, thereby causing them to be always ready for coupling. As the opposing cars come in contact the heads *e* of the latches C strike the draw-bars *a*, and, being beveled on their outer faces, readily rise against said draw-bars until the point *o* is passed, thereby automatically effecting a coupling, the latches being cut away upon their under side, substantially as shown, and their weight causing them to always assume the position shown in Fig. 1, when not otherwise acted upon.

Should it be desired to uncouple the cars from the top, one of the levers D is depressed, thereby causing the rod *i* and its chain-connection attached thereto to raise the latch with which it connects, the lever-arm E being operated at the same time to raise the latch of the

opposing car, thus readily and quickly uncoupling the cars with one motion, the latches of each car automatically adjusting themselves to position for recoupling.

5 In uncoupling the cars from the side, one of the levers *F*, connecting with the rod *l*, is depressed, which in turn depresses the lever *D* and causes the action just described, these levers *F* being connected to each end of the car  
10 in such a manner as to have their handles extend outward from the sides in opposite directions, and when not in use rest upon suitable projections, *r*.

15 Having now fully described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with the draw-heads *B* and pivoted latches *C*, of the means for operating said latches from the side and top of the car, consisting of the rods *i*, connected to the latches 20 by chains *h* and to the lever *D*, and the rods *l*, connected to said lever and a lever, *F*, the rods passing down through the draw-head and having connected to them the arms *E*, substantially as and for the purpose specified. 25

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN FASHING.

Witnesses:

E. R. BARNES,  
GEORGE T. BACASTOW.