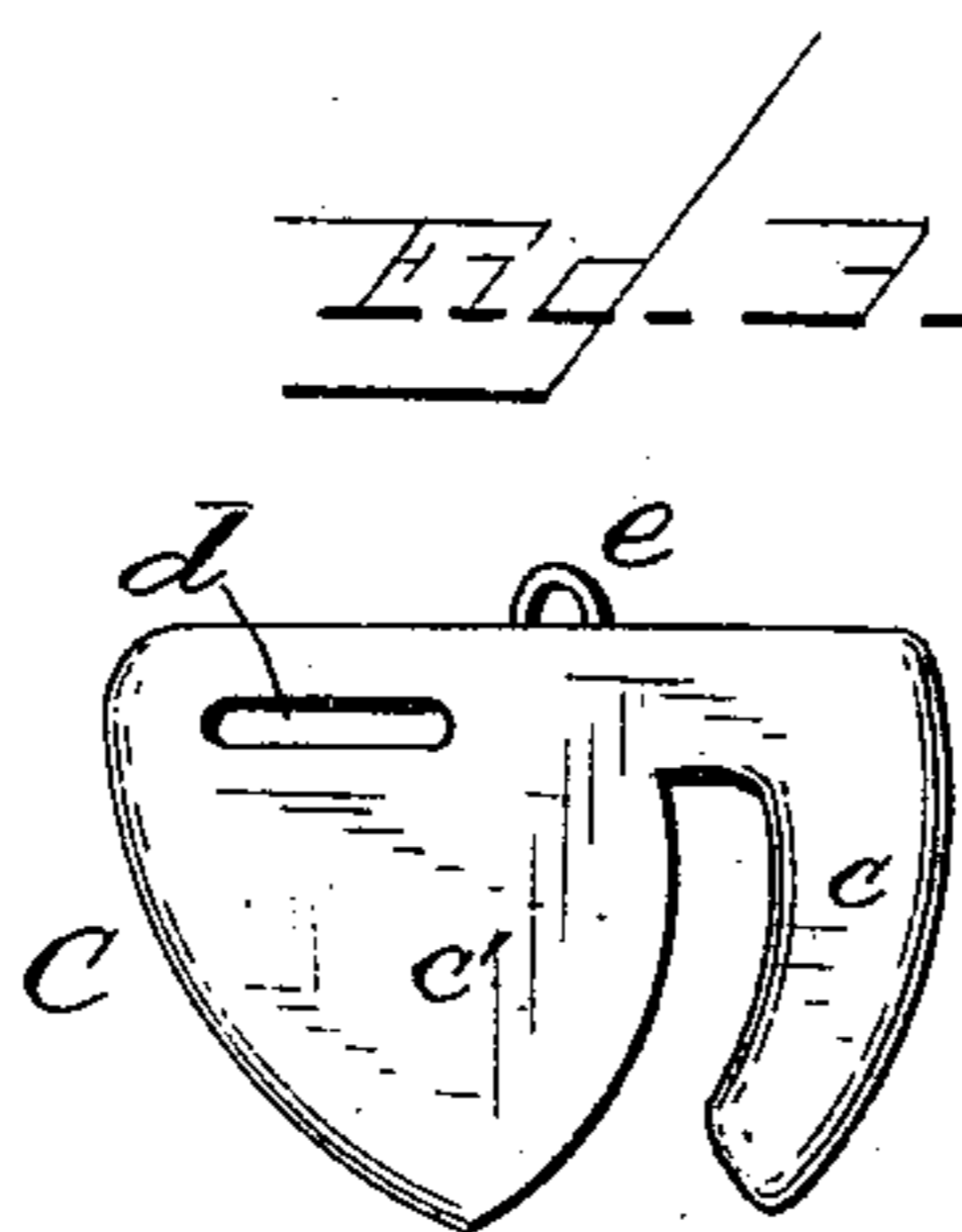
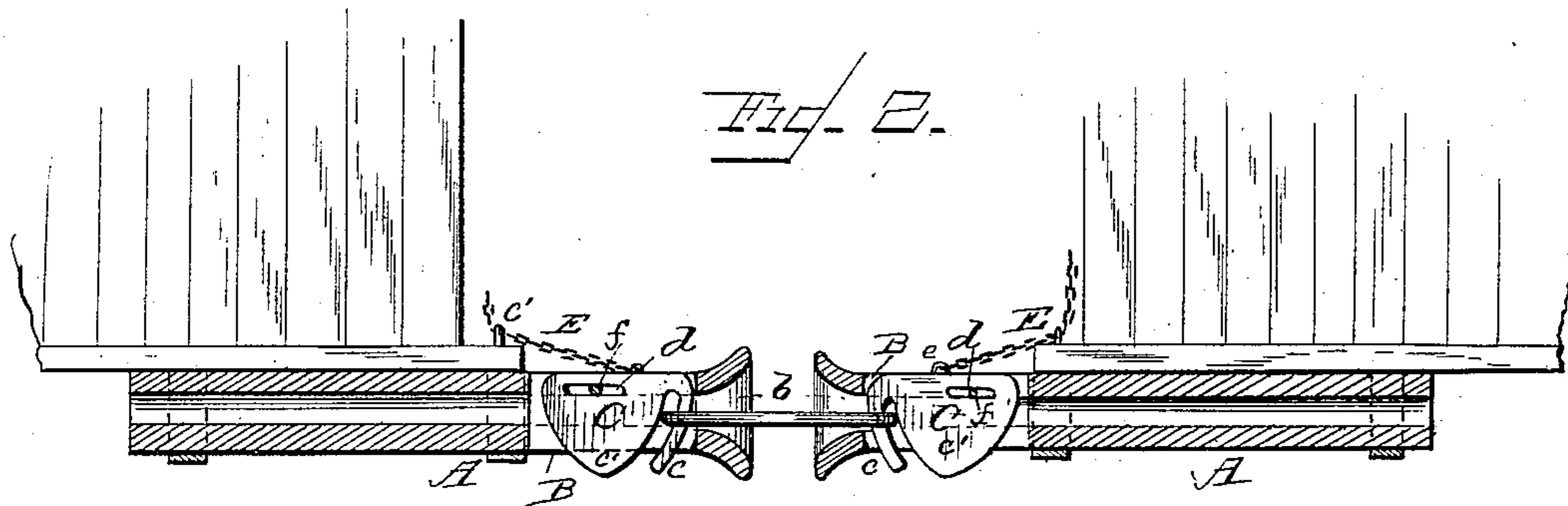
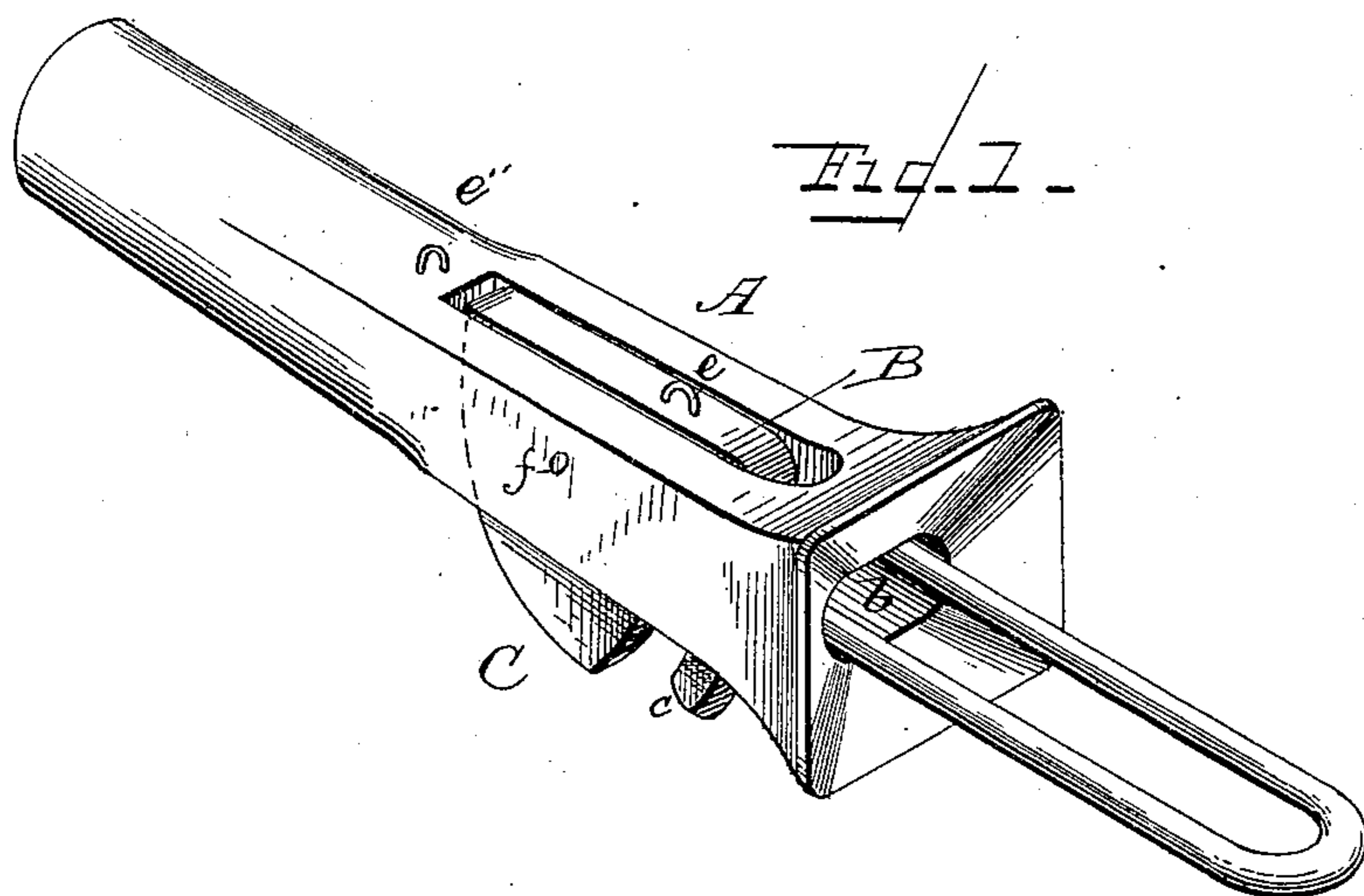


(No Model.)

J. FISH.
CAR COUPLING.

No. 326,415.

Patented Sept. 15, 1885.



WITNESSES
F. L. Ouraud.

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UNITED STATES PATENT OFFICE.

JOHN FISH, OF WABASH, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 326,415, dated September 15, 1885.

Application filed September 18, 1884. Renewed July 30, 1885. (No model.)

To all whom it may concern:

Be it known that I, JOHN FISH, a citizen of the United States of America, residing at Wabash, in the county of Wabash and State of Indiana, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in car-couplings; and it consists in the construction and combination of the parts, as will be more fully set forth, and pointed out in the claim.

In the accompanying drawings, which illustrate my invention, Figure 1 is a perspective view; Fig. 2, a sectional view, and Fig. 3 a detail view.

A represents the draw-head, which is attached to the car in the usual manner, said draw-head being provided with a vertical longitudinal slot or opening, B, between the walls of which is pivoted a plate, C. The opening B is connected to the mouth of the coupler or front portion by the usual opening, *b*, into which the link passes. The coupling-plate or substitute for the pin is made of a single piece, as shown in Fig. 3, and is provided at its front portion with a rearwardly-curved hook, *c*, which is formed integral with the weighted portion *c'*, at the upper portion of which is provided a slot, *d*. The top portion of this coupling-plate, which is straight, is provided with a loop or staple, *e*, to which is attached a chain, E, which passes through a guide bar or pulley, *e'*, and thence upwardly, where it may be connected to rods or bars, which extend from the same to the top of the car or to the sides, so that the coupling-plate can be raised from either the top or sides of the car.

The coupling-plate C is held between the walls of the opening B by transverse pins *f*, and when it is desired to raise said plate it can be done by drawing upon the end of the flexible connection E, which action will raise the coupling-plate, the pin *f* bearing upon the front portion of the slot *b*.

When the link is inserted in the draw-head, it will strike against the curved portion *c'* under the pin *c*, and throw said pin downwardly so as to engage with the coupling-link. When the link draws upon the pin *c*, the plate will be drawn forward, so that its front portion will bear against the front portion of the slot B, which is shaped so as to conform to the front portion of the said pin.

The slot *d* is of such a length that at no time a pressure exceeding the weight of the plate C is placed upon the pin *f*, as the longitudinal play of the plate in the slot B is less than the slot *d*.

The plate C, owing to its weighted portion *c'*, will remain in a raised or open position, ready to receive the coupling-link when so placed, and as the end of the coupling-link strikes against its curved portion it will be automatically depressed, and thus couple the cars.

I claim—

In a car-coupler, the draw-head provided with a vertical opening, B, curved at its front portion, a coupling-plate, C, provided at its upper rear portion with a slot, *d*, through which passes a pin for securing the same to the draw-head, a weighted portion, *c'*, and curved coupling-pin *c*, formed integral therewith, and flexible operating means E, the parts being combined and organized substantially as shown, and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN FISH.

Witnesses:

F. M. GOODLANDER,
PERRY H. MOORE.