

(No Model.)

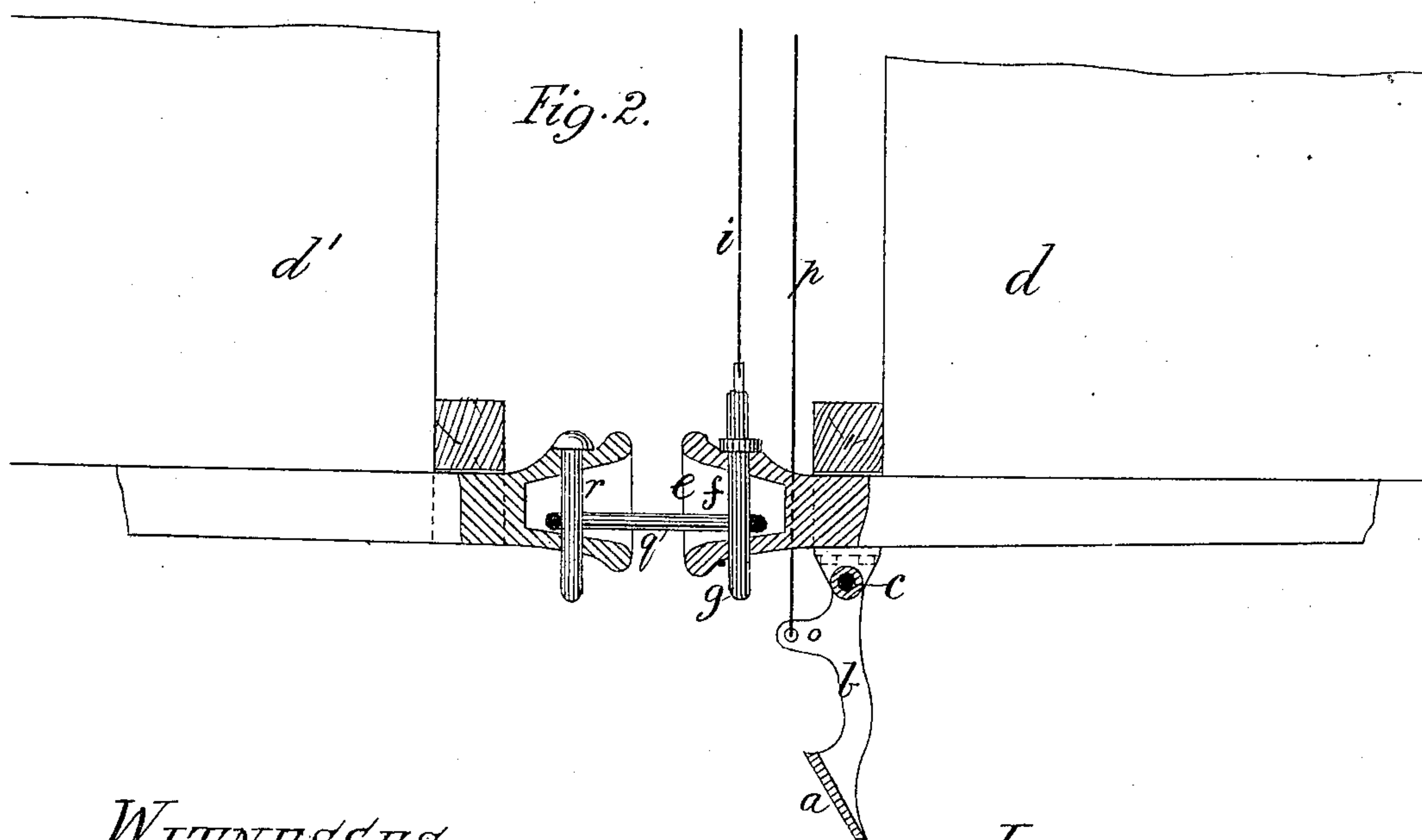
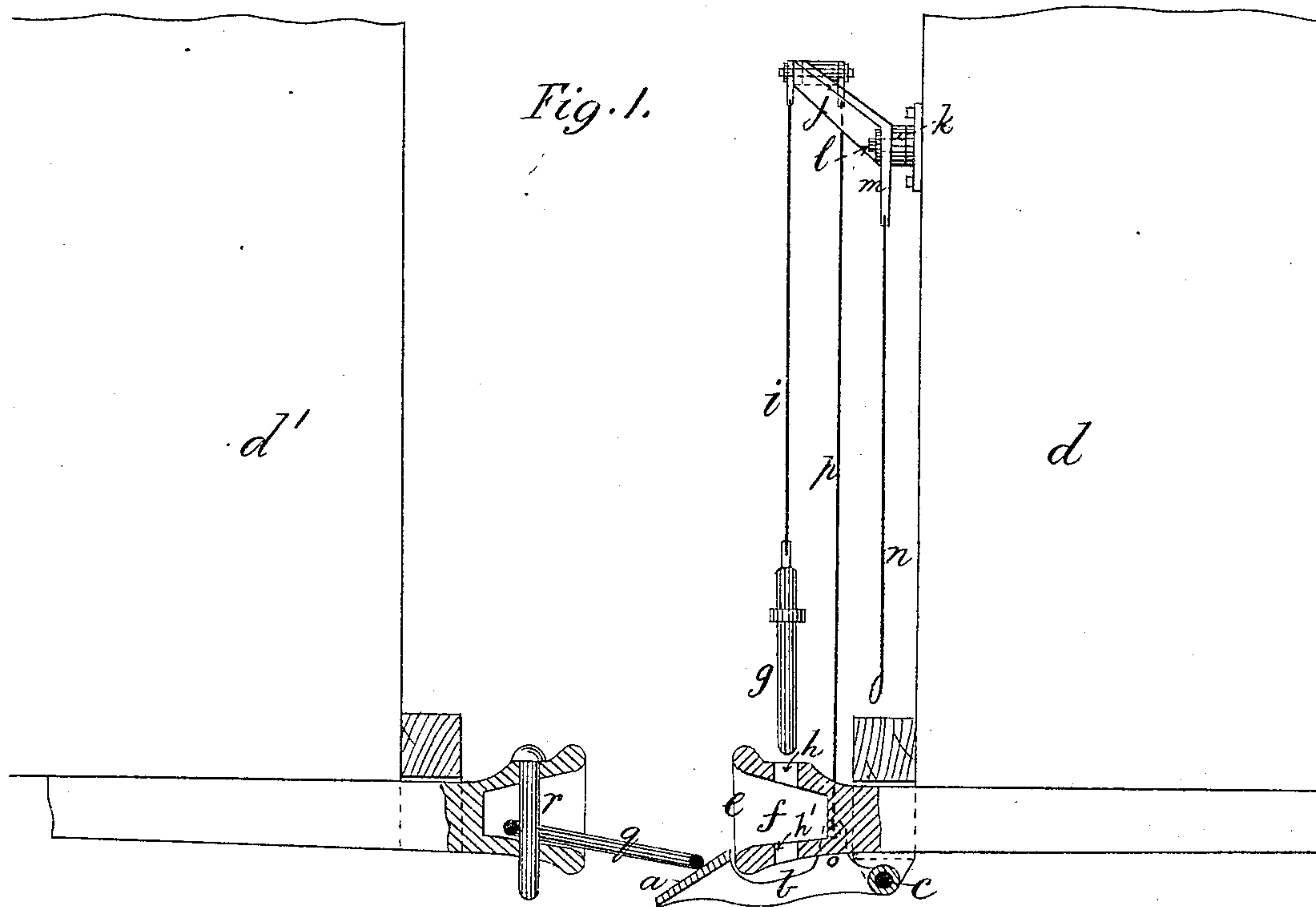
2 Sheets—Sheet 1.

J. B. NIXON.

CAR COUPLING.

No. 353,804.

Patented Dec. 7, 1886.



WITNESSES

Edwin S. Gutter  
Joseph Crookes.

*INVENTOR.*

James B. Nixon by  
Paul Baker, att,  
his attorney

(No Model.)

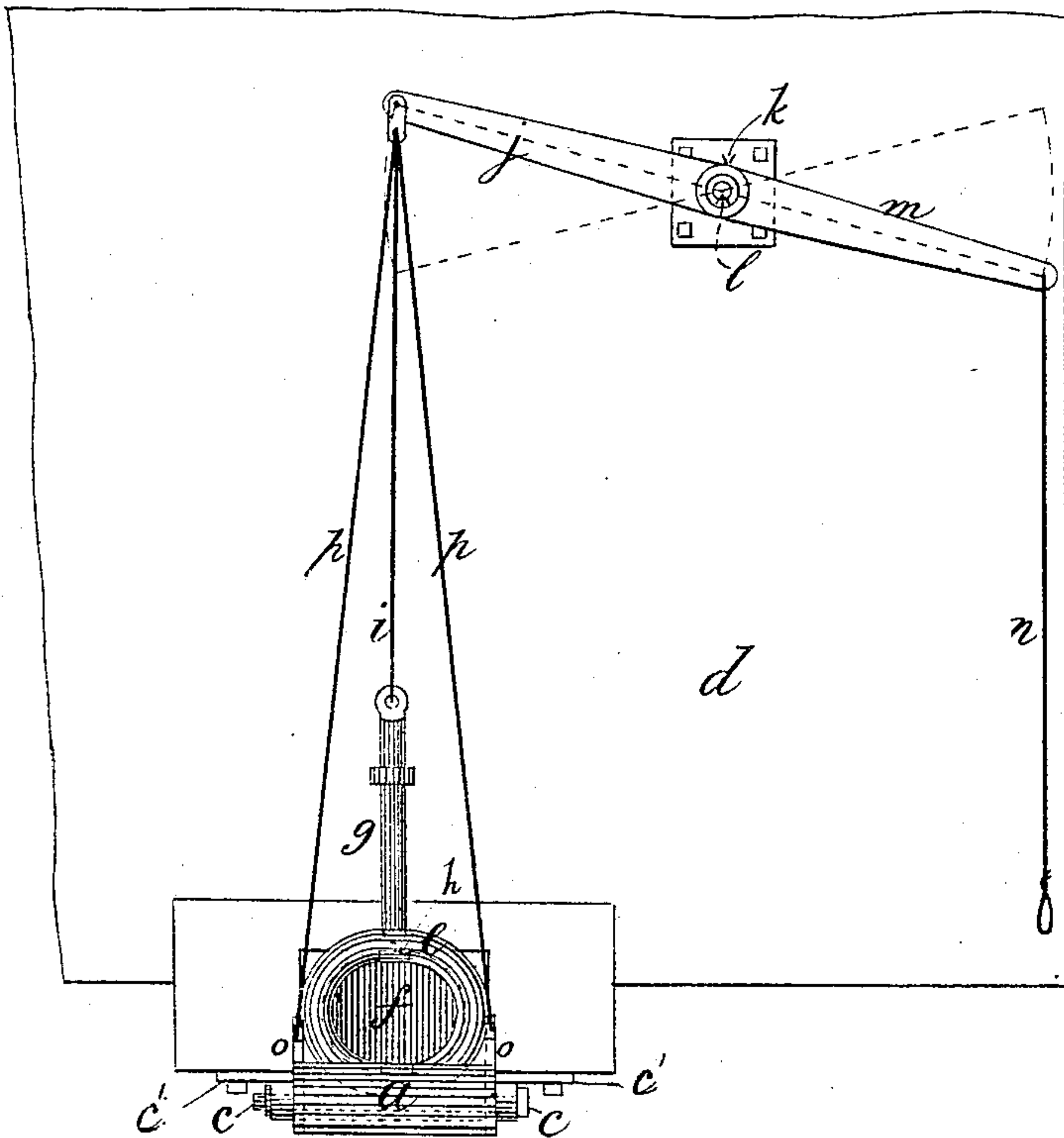
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J. B. NIXON.

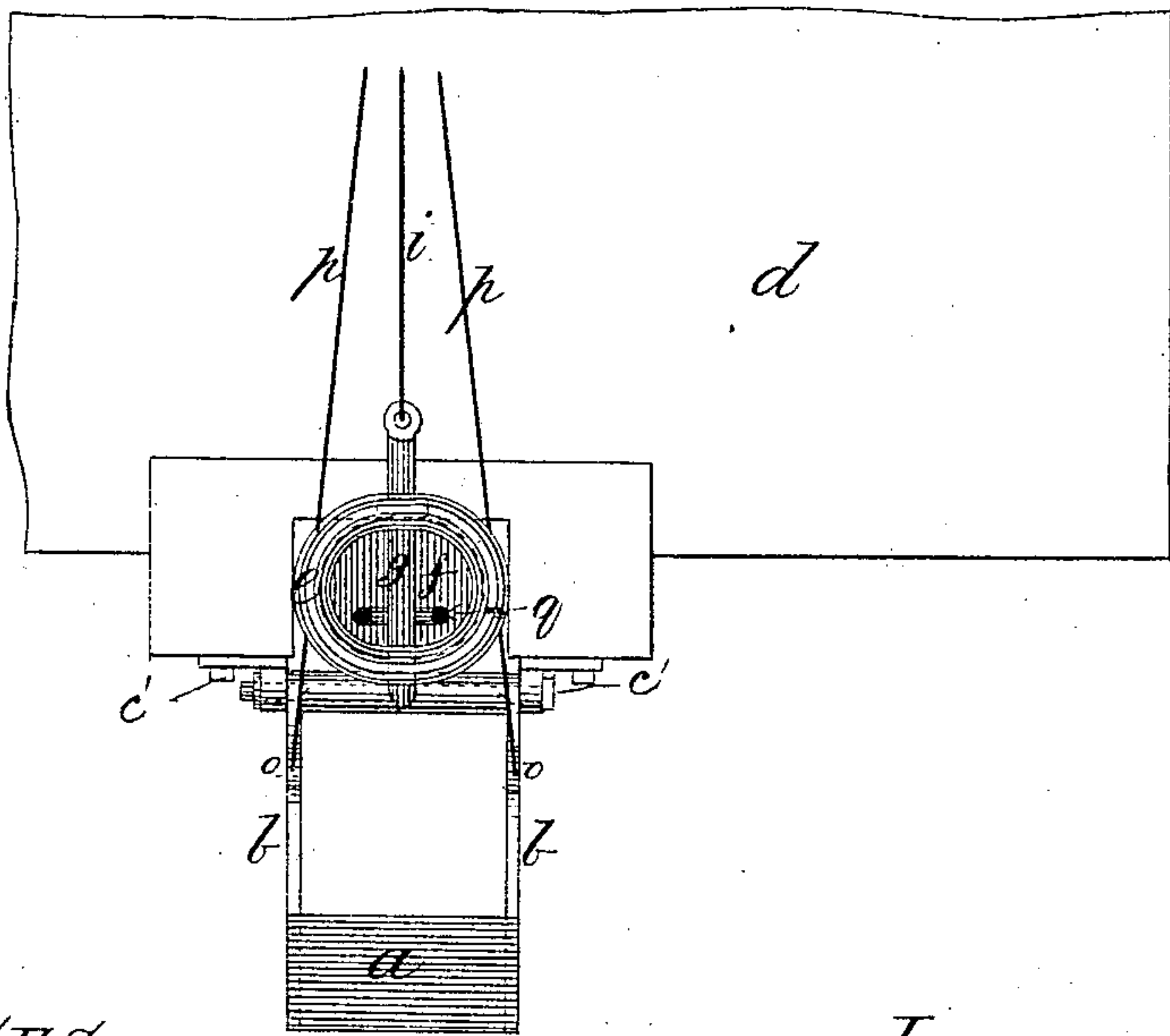
CAR COUPLING.

No. 353,804.

*Fig. 3.* Patented Dec. 7, 1886.



*Fig. 4.*



WITNESSES

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his attorney



# UNITED STATES PATENT OFFICE.

JAMES B. NIXON, OF ST. LOUIS, MISSOURI.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 353,804, dated December 7, 1886.

Application filed December 17, 1885. Serial No. 185,882. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES B. NIXON, of the city of St. Louis, State of Missouri, have invented a certain new and useful Improved Means of Operating the Couplings of Railroad-Cars; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which—

Figure 1, Sheet 1, represents a side sectional elevation of my invention applied to railroad-cars when being coupled; Fig. 2, Sheet 1, a similar view thereof when the cars are coupled; and Figs. 3 and 4, Sheet 2, end elevations of Figs. 1 and 2, respectively.

Like letters of reference indicate like parts in all the figures.

*a* represents an iron or other metal plate, formed or attached to the ends of bars or levers *b*, which are hinged at *c*, beneath the car *d*, at a suitable distance back from the front of the draw-head *e* to the brackets *c'*, which are bolted or otherwise suitably secured to the bottom of the car, and are not connected with or secured to the draw-bar. The plate *a*, as seen in Figs. 1 and 3, assumes the form of an inclined plane, the top edge of which is in line with the lower edge of the opening *f* in the draw-head *e*. When the plate *a* is in this position, the coupling-bolt *g* of the car *d* will be clear of its hole *h* in the draw-head *e*, the upper end of the bolt *g* being attached by a chain or cord, *i*, to the end of the inside arm, *j*, of a two-armed lever, *k*, which is fulcrumed or pivoted at *l* to the end of the car *d*, (or to a bracket or standard secured to the framework thereof, as the case may be,) its other or outer arm, *m*, extending to the side of the car *d*, and having suspended from its end, within the reach of a person's hand standing on the ground at the side of the car, a chain or cord, *n*, which may be temporarily secured in any position of the lever *k* by a hook, or otherwise, to the end of the car *d*.

To the ends of the arms *o*, projecting at right angles, or nearly so, from the bars or levers *b*, intermediate to their fulcrum *c* and the plate *a*, are the linked chains or cords *p*, the other ends of which are attached to the end of the inside arm, *j*, of lever *k*, as in the case of the chain *i*, from the coupling-bolt *g*.

The plate *a* and coupling-bolt *g* being in the position described and shown in Figs. 1 and 3 on the drawings, and it being required to couple the car *d* to the car *d'*, in which the

coupling-link *q* is already secured by the bolt *r*, as the cars *d* and *d'* approach one another the outer depressed end of the coupling-link *q* will come in contact with and ride up and be guided by the inclined plane or plate *a* into the opening *f* in the draw-head *e*, until in its proper position therein, when the lever *k*, being released by letting go the chain or cord *n*, the coupling-bolt *g* of the car *d* will pull down the inside arm, *j*, of the lever *k*, and dropping through the hole *h*, coupling-link *q*, and lower hole, *h'*, in the draw-head *e*, the coupling of the cars *d* and *d'* will be effected. On dropping the arm *j* of lever *k* the bars or levers *b*, with the plate *a*, will also drop away from the draw-head *e* of the car *d*, and the various parts of the arrangement will assume the position seen in Figs. 3 and 4 on the drawings.

By raising arm *j* of the lever *k* by the chain or cord *n*, the coupling-bolt *g* may be raised from the draw-head *e*, so as to uncouple the cars *d* and *d'*, the plate *a* being raised again at the same time into its original position ready for recoupling the car when required.

I am aware that a movable lifting or guiding plate for engaging with the coupling-link and devices for raising the pin and plate have been used before, and I do not desire to claim the same broadly.

The advantages of my improvement are that the plate and pin have no connection with the draw-bar, and are easily applied to any car having draw-bars of the ordinary form.

I claim—

1. The combination of inclined plate *a*, hinged at *c* to the body of the car by the bars or levers *b*, having arms *o*, with chains or cords *p*, lever *k*, pivoted to car *d*, and chain or cord *n*, substantially as shown, and for the purpose specified.

2. The combination of the inclined plate *a*, hinged at *c* to the body of the car by bars or levers *b*, having arms *o*, attached by chains or cords *p* to lever *k*, and of coupling-bolt *g*, attached by chain or cord *i* to lever *k*, with draw-head *e* and chain or cord *n*, substantially as shown, and for the purpose specified.

In testimony whereof I have affixed my signature, in presence of two witnesses, this 14th day of December, 1885.

JAMES B. NIXON.

Witnesses:

PAUL BAKEWELL,  
EDWIN SAUTER.