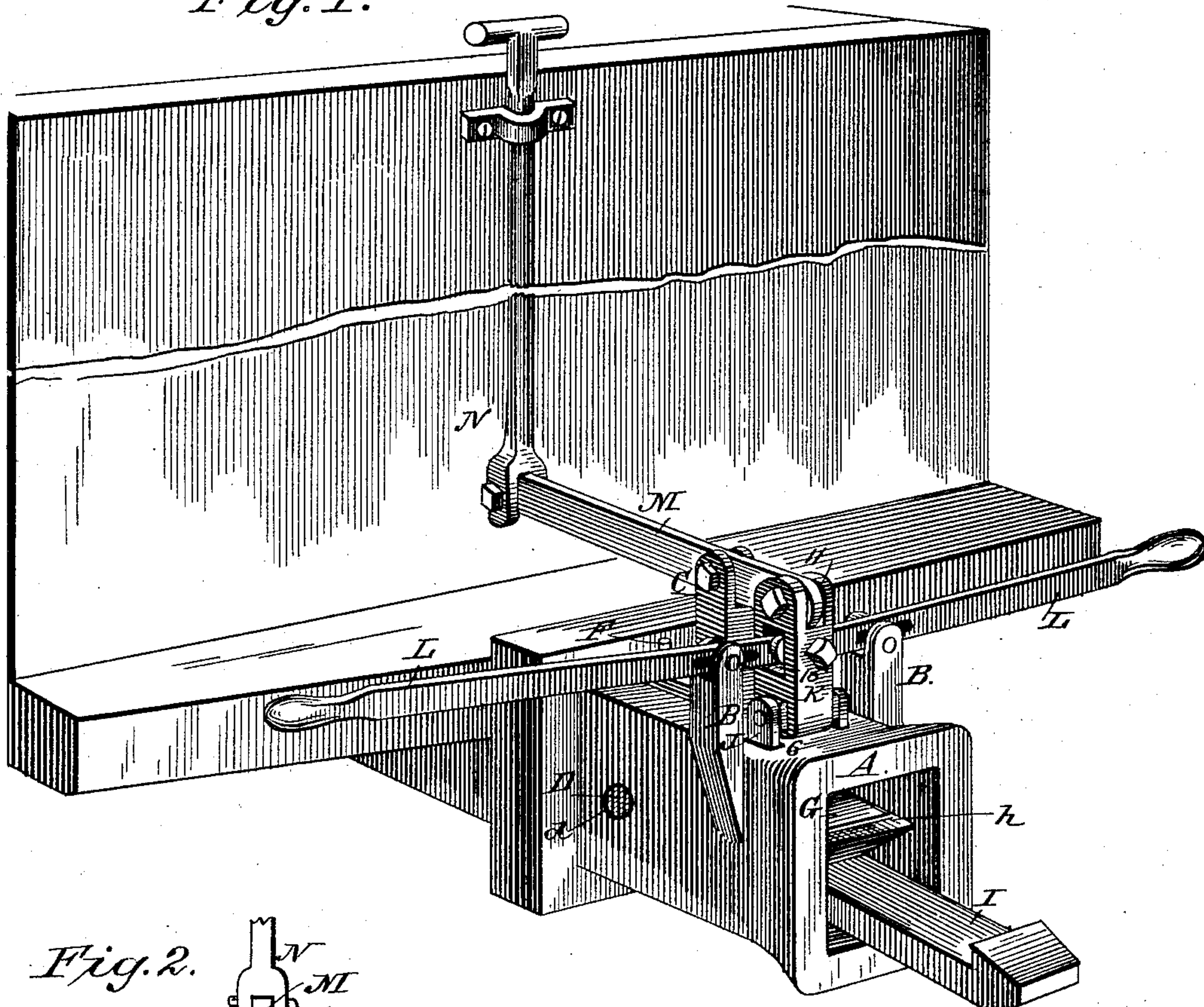
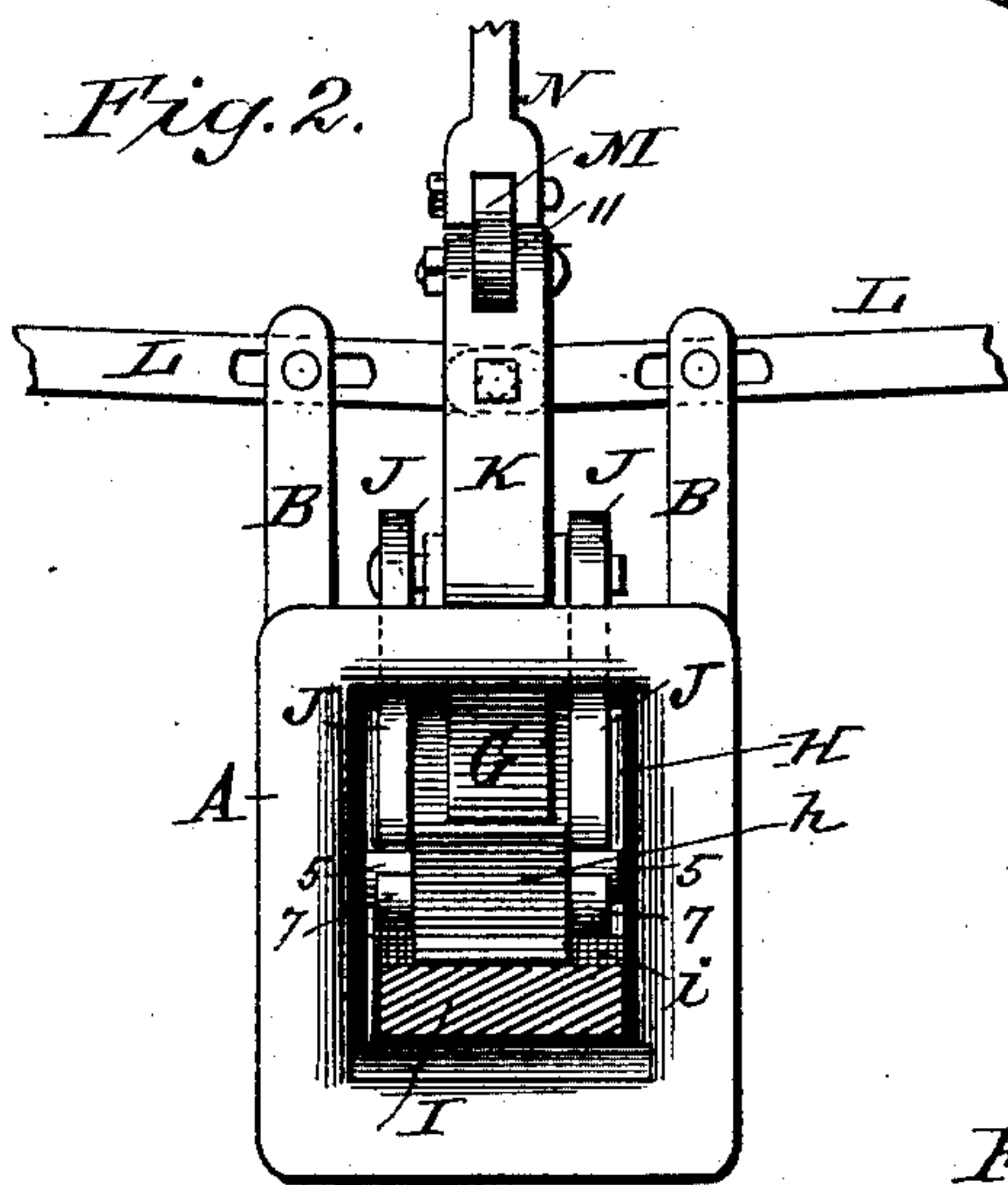


Patented May 3, 1887.

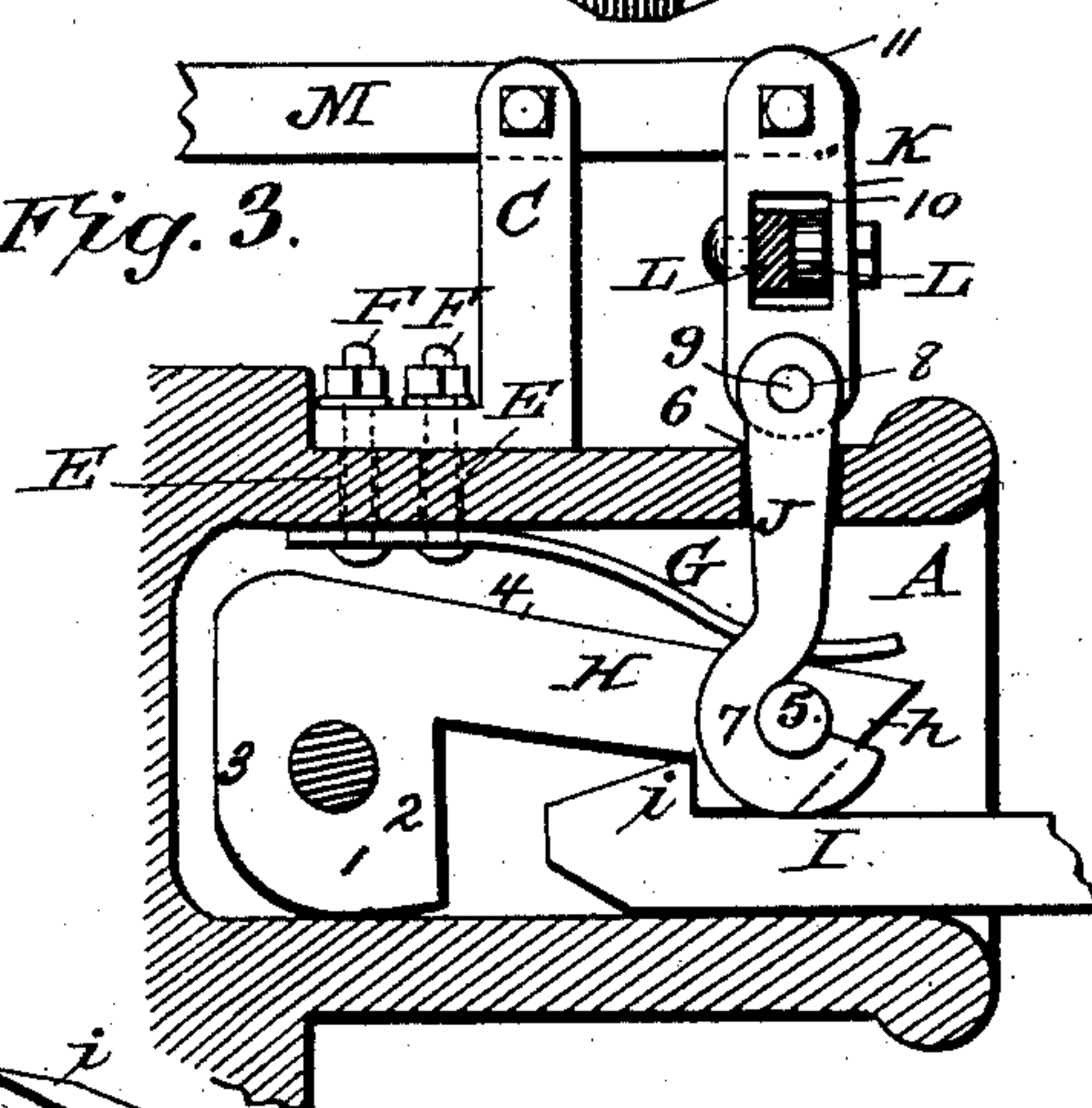
*Fig. 1.*



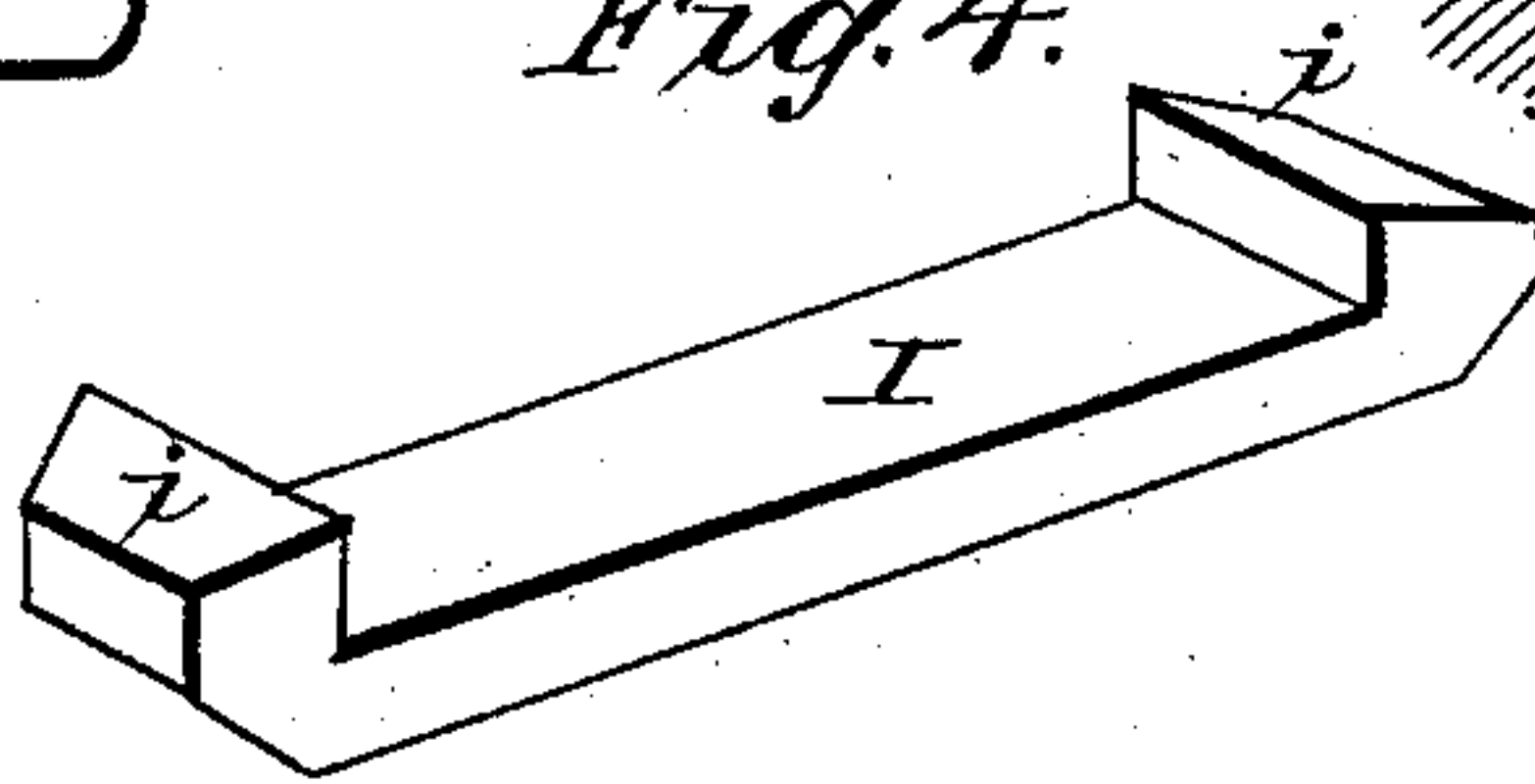
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



Fred G. Dieterich  
P. B. Turpin.

INVENTOR:  
Jno. Jennings

BY *Munn & Co*  
ATTORNEYS.



# UNITED STATES PATENT OFFICE.

JOHN JENNINGS, OF CAÑON CITY, COLORADO, ASSIGNOR TO LEWIS E. FRANCK, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 362,090, dated May 3, 1887.

Application filed September 16, 1886. Serial No. 213,748. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN JENNINGS, of Cañon City, in the county of Fremont and State of Colorado, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

This invention is an improved car-coupling by which the coupling and uncoupling of two cars may be effected from either side of or the top of the car, and without going between the cars.

The invention consists in certain novel constructions and combinations of parts, as will be described and claimed.

In the drawings, Figure 1 is a perspective view of my improvement on a car. Fig. 2 is a front view of the coupling. Fig. 3 is a longitudinal section of the coupling drawn along-side of one of the lifting-bars, and Fig. 4 shows the coupling-hook.

The draw-head A may be provided with a socket for the coupling-hook, and with brackets B B for the side levers, and a bracket, C, for the top lever. This draw-head also has openings *d* for the pivot-bolt D of the coupling-hook, and with openings E for the bolts F, which secure the spring G. This spring is a flat plate secured at its rear end to the top wall of the draw-head socket, at the rear thereof, and bears at its forward end on the forward end of the coupling-hook H. This hook H is pivoted near its rear end on bolt D within the draw-head, and has its front end formed with a hook proper, *h*, for engaging the shoulder *i* on the draw-bar I. I form the part H with a depending portion, 1, at its rear end, which provides a shoulder abutment, 2, for the draw-bar in entering the coupling, and such shoulder and the rear edge, 3, of the hook H are parallel to each other and at an acute angle to the top edge, 4, of the hook, so that when the shoulder is struck by the draw-bar the rear edge of the hook will turn flat against the rear wall of the draw-head, so the force of the blow will be exerted against the draw-head, and the hook will be in a large measure relieved of such blow. The hook is narrowed at its forward end, from which I project lateral studs 5.

Openings 6 are formed in the top wall of

the draw-head, and through such openings I pass lifting-bars J—one on each side of the hook—and have their lower ends bent into hook form at 7, to engage the studs 5. The upper ends of these bars J are provided with perforations 8, fitting over studs 9 on a connection-piece, K. This piece K is slotted at 10 for the levers L, and at 11 for the top lever, M.

The side levers are pivoted between their ends to the brackets B, and connected at their inner ends to the connection K within the slot 10, while the outer ends of such levers extend in convenient reach from the side of the car.

The top lever is pivoted to bracket C, and connects at its forward end to connection K within slot 11. To the rear end of the top lever I connect the push-rod N, which may extend to the top of the car.

In operation, the draw-bar entering the draw-head will lift the forward end of the coupling-hook and pass under and into engagement with the hook proper of same.

Uncoupling may be effected by means of either of the side or the top lever, while the coupling is intended to be automatic and to be effected without the use of the levers.

Having thus described my invention, what I claim as new is—

1. A coupling-hook provided with studs 5, combined with lifting-bars J, having hooks 7, and operating means, substantially as set forth.

2. The combination of the draw-head, the brackets B B C, the coupling-hook, the connection joined with said hook and slotted, substantially as described, and the levers fulcrumed in said brackets and pivoted within the slots of the connection, substantially as set forth.

3. The combination of the draw-head having openings 6, the coupling-hook, the lifting-bars extended through openings 6 and connected with the coupling-hook, the connection fitted between and joined with the upper ends of the lifting-bars, and lever mechanism, substantially as set forth.

4. The improved car-coupling, consisting of

the draw-head having openings 6 and brackets B B and C, the coupling-hook having studs 5, the lifting-bars passed through openings 6 and having hooks 7, engaging studs 5, the connection K, having slots 10 and 11, the side levers pivoted to brackets B and secured to connection K within slot 10, and the top lever piv-

oted to bracket C and joined to connection K in slot 11, all substantially as described, and for the purposes specified.

JOHN JENNINGS.

Witnesses:

JAMES H. PEABODY,

JOHN M. GILLIGAN.