

(No Model.)

2 Sheets—Sheet 1.

T. J. EDDLEMAN.
CAR COUPLING.

No. 391,952.

Patented Oct. 30, 1888.

Fig. 1.

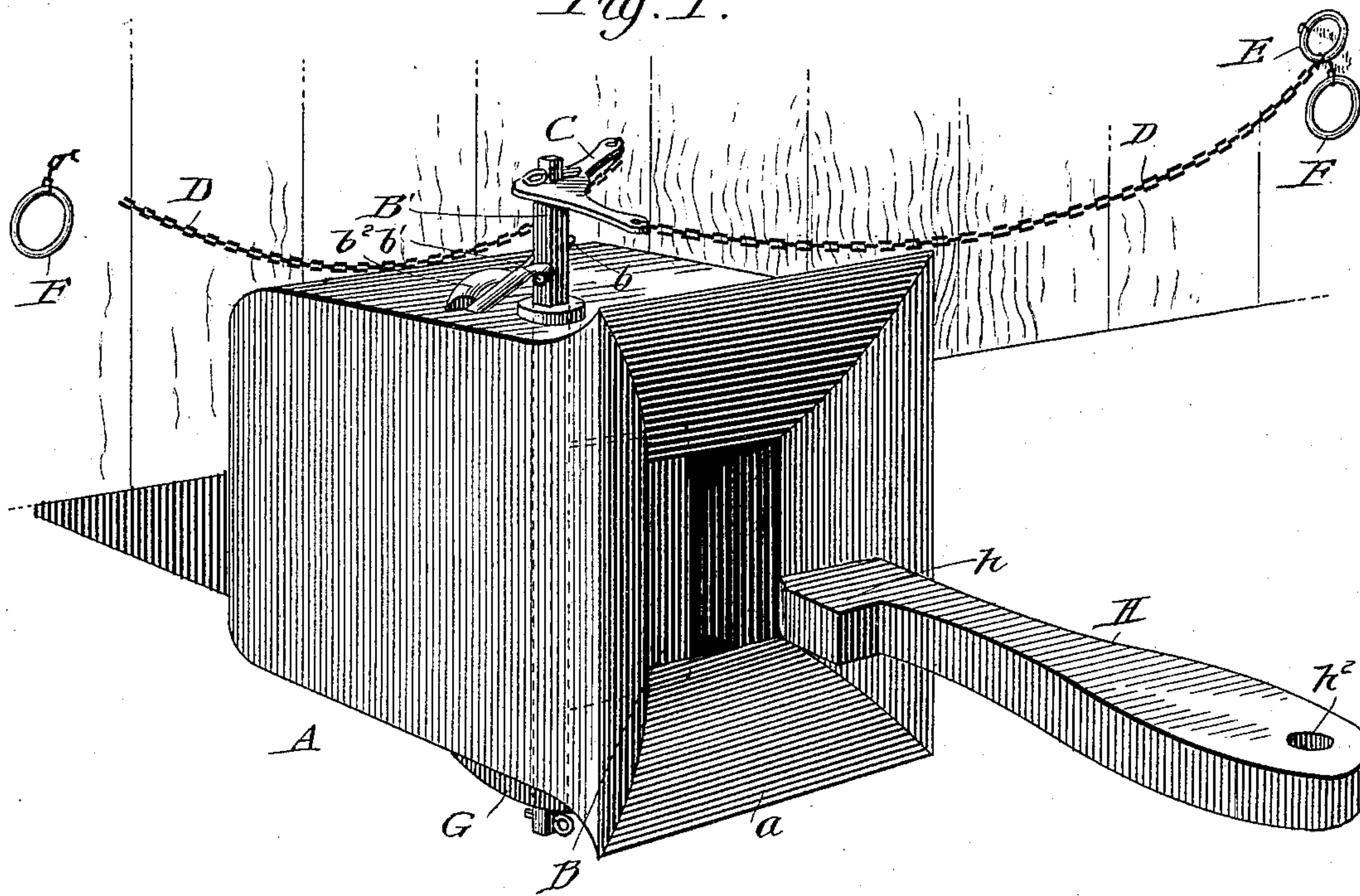
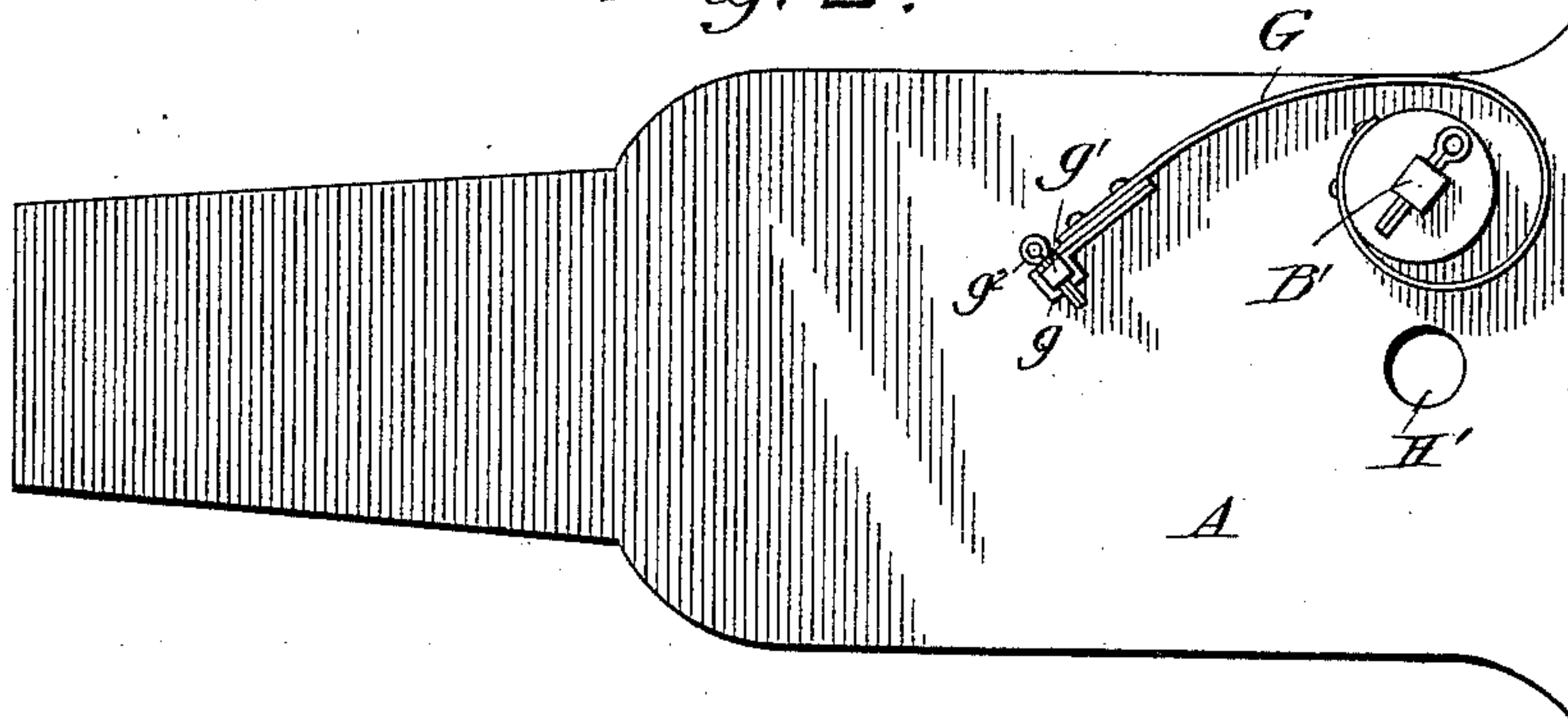


Fig. 2.



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Fig. 3.

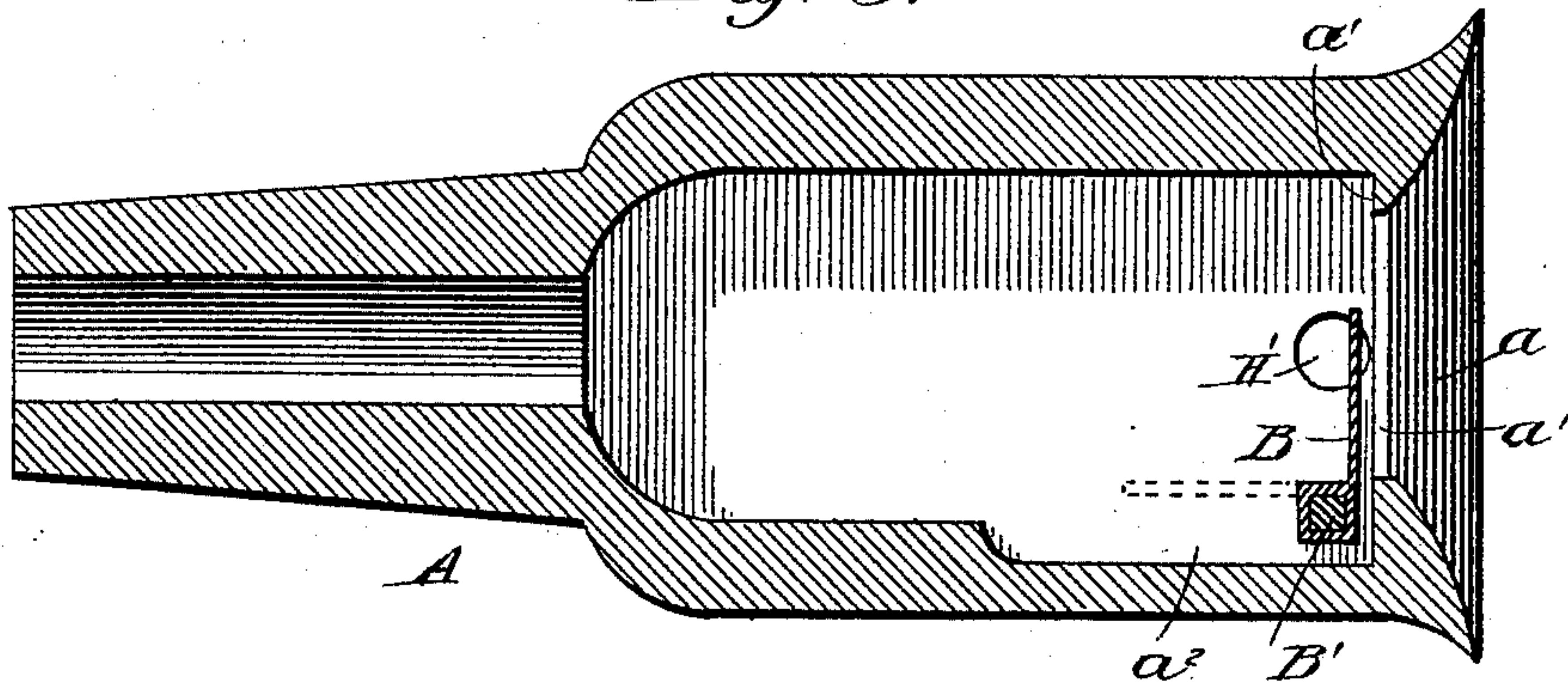
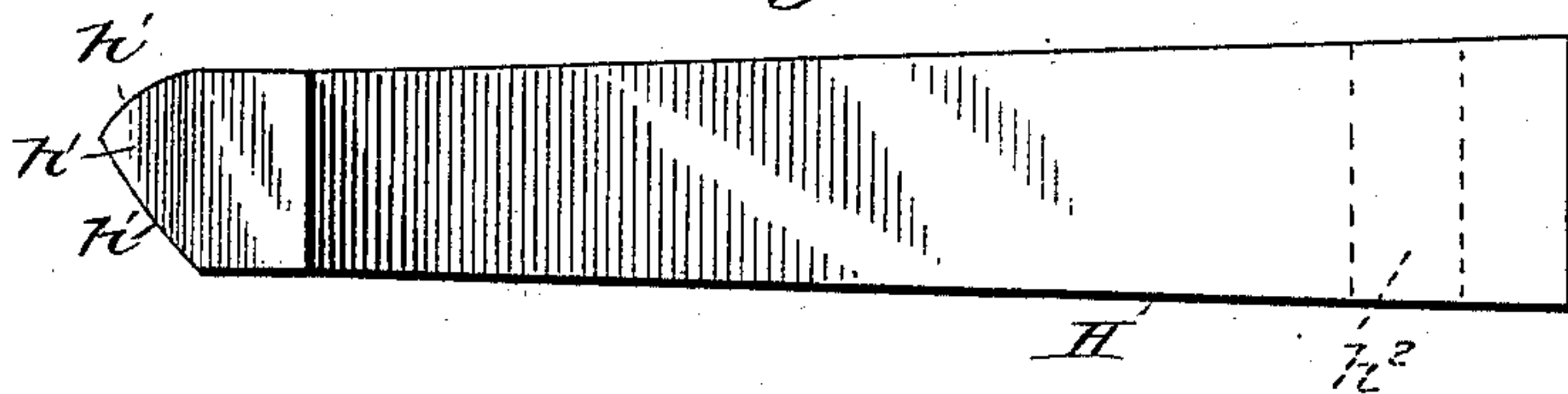


Fig. 4.



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UNITED STATES PATENT OFFICE.

THOMAS J. EDDLEMAN, OF FORT WORTH, TEXAS, ASSIGNOR OF ONE-HALF
TO JASPER W. BURKART, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 391,952, dated October 30, 1888.

Application filed May 14, 1888. Serial No. 273,818. (No model.)

To all whom it may concern:

Be it known that I, THOMAS J. EDDLEMAN, of Fort Worth, in the county of Tarrant and State of Texas, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The object of the invention is to provide an automatic car-coupling which may be uncoupled from the sides of the cars, and which will allow of a car on which it is provided being coupled to a car provided with the ordinary link-and-pin coupling.

To these ends my invention consists in the construction and combination of parts, substantially as hereinafter claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a car-coupling constructed in accordance with my invention. Fig. 2 is an inverted plan view thereof. Fig. 3 is a horizontal section, and Fig. 4 is a side view, of my improved coupling-pin.

In constructing a car-coupling in accordance with my invention I form the draw-head A with an outwardly-flaring square mouth, a , leading to the interior of the said head for the effective guidance of the coupling-pin hereinafter described, and with an internal shoulder, a' , around the mouth.

The shoulder a' of the draw-head forms a stop for a spring-acted coupling-gate, B, located within the draw-head, and which in the normal position effects a partial closure of the mouth a of the draw-head. The hinge-rod B' of the locking-gate B extends upward through the draw-head and is provided on its outwardly-extending end with an elbow-lever, C, to the arms of which lever are attached operating chains or cords D, which extend outward to opposite sides of the car, passing through guide-eyes E, secured to the front of the car adjacent to the side thereof. A ring or equivalent handle for the end of each operating-chain D serves as a convenient means for operating the said chains and also prevents them from drawing through the guide-eyes E. The guide-eyes and handle are, however, of small moment as

having a bearing on the essential features of the invention.

The form of spring employed in connection with the coupling-gate B and its connection to the gate may be varied in practice; but the preferred form consists of a spring-band, G, located on the under side of the draw-head, one end being secured to the draw-head by forming the end of the spring with a loop or eye, g , which embraces a stud-pin, g' , on said draw-head, a cotter-pin, g^2 , serving to retain the spring in place, and the opposite end of the spring is suitably secured to the downwardly-projecting end of the hinge-rod B', the arrangement being such that as the hinge-rod B is turned in response to the action of chains D on elbow-lever C, the spring G will be wound on the hinge-rod. With this arrangement it follows that the spring G will normally act to force the coupling-gate B against the internal shoulder, a' , of the draw head, partially closing the entrance to the latter, as shown in full lines in Figs. 1 and 3.

The coupling-bar H is provided with a lateral shoulder or hook, h , and at the extreme end the said pin is formed with four opposite bevels, h' , terminating in a point. The top and bottom bevels are of unequal length, the lower one being of the greater length, the probabilities being in practice that the pin will strike against the lower bevel of the flaring mouth of the draw-head.

The opposite end of the coupling-pin is formed with a through vertical aperture or passage, h^2 , for receiving the coupling-pin of an ordinary coupling.

On the upper outer end of the hinge-rod B', below the elbow-lever C, are provided lugs or pins b , to which is hinged a gravity-catch, b' , which as the said hinge-rod is turned sufficiently will be engaged by an inclined catch-block, b^2 , secured to or formed upon the draw-head and the return movement of the hinge-rod be prevented, the arrangement being such that when the hinge-rod B is turned sufficiently to cause the catch b' to be engaged by the catch-block b^2 the coupling gate B will have been swung entirely away from the mouth of the draw-head into a recess, a^2 , formed in the in-

erior of draw-head, at one side, behind the hinge-rod B'. With the coupling-gate in this latter position (which is indicated in dotted lines in Fig. 3) a clear passage is afforded for the entrance of an ordinary coupling-link, the draw-head being formed with a vertical circular passage, H', through top and bottom for the coupling-pin for such ordinary link. It will therefore be seen that the coupler is adapted to be employed as an automatic coupler in connection with coupling-pin shown, and also adapted to couple with cars having ordinary link and pin.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

As an improvement in car-couplings hereinbefore described, the combination, with the draw-head A, and the link having a lateral hook h, and vertical perforation, of the later-ally-swinging gate extending but part way across the mouth of the draw-head, the gate hinge-rod B, arranged vertically near one of the front corners of the draw-head and projecting at top and bottom thereof, and the lever and coiled spring applied to upper and lower ends, respectively, all as shown and described.

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Witnesses:

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