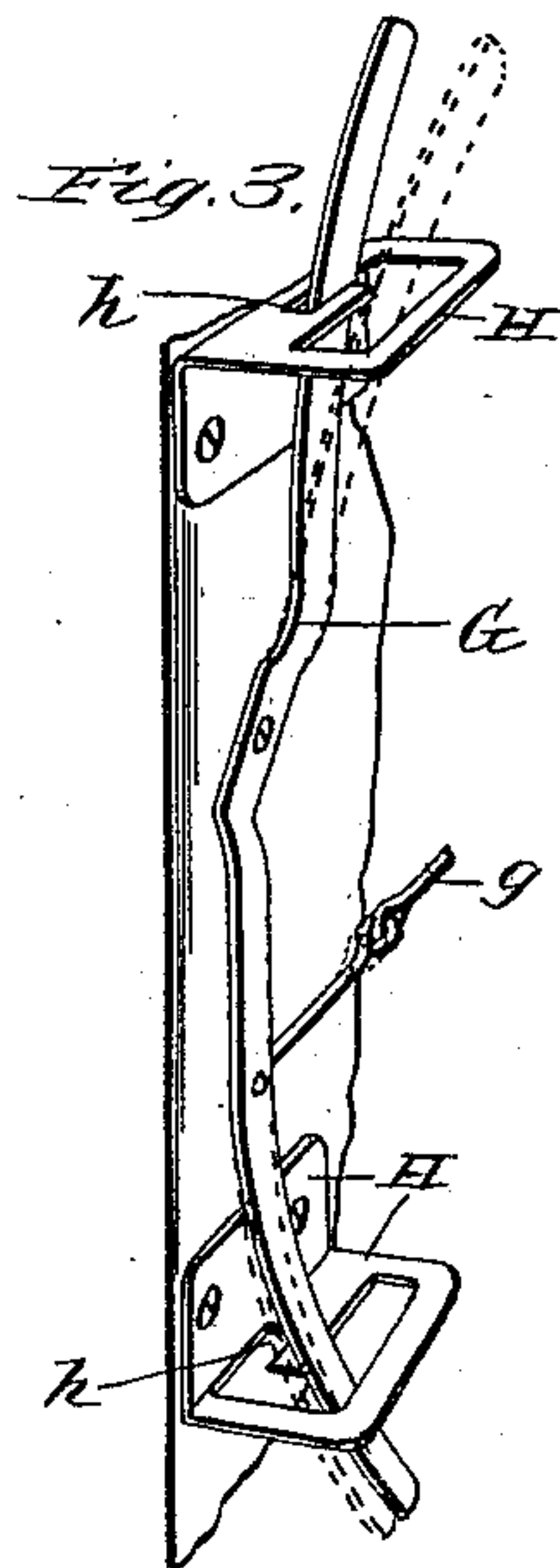
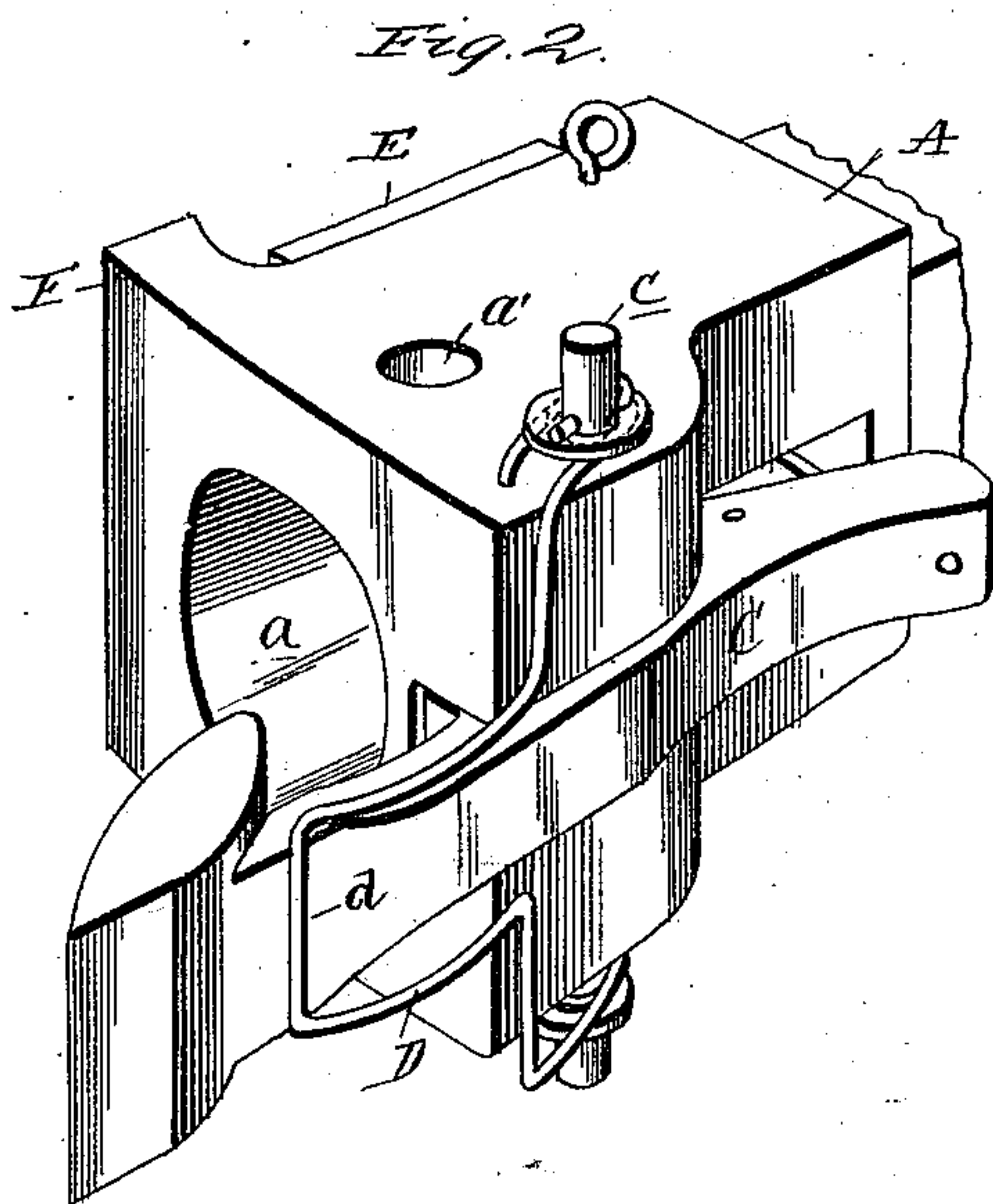
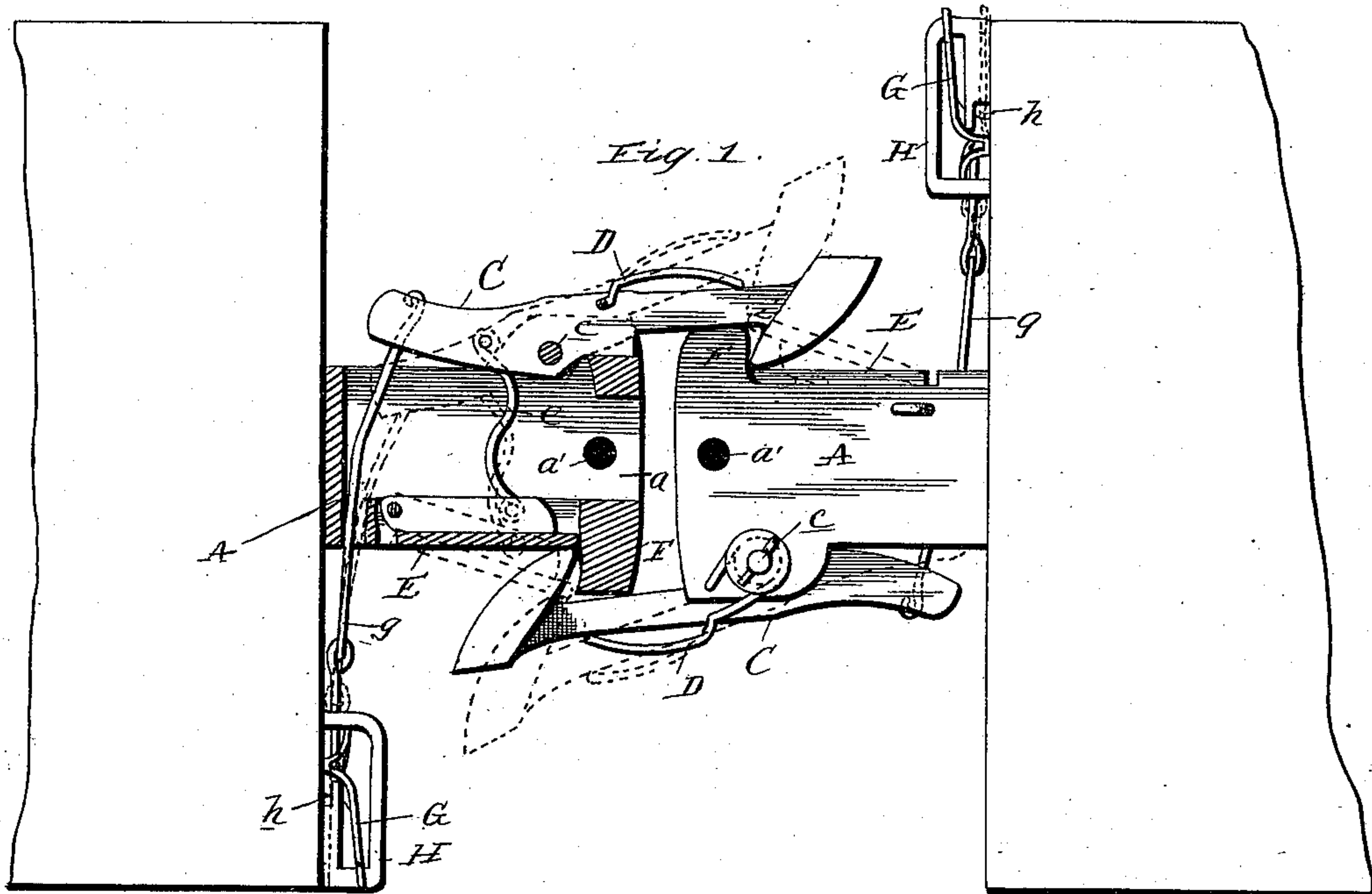


(No Model.)

J. A. FLEMING.
CAR COUPLING.

No. 408,606.

Patented Aug. 6, 1889.



Witnesses
Charles
Van Buren Willyard.

Inventor
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By his Attorneys
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UNITED STATES PATENT OFFICE.

JAMES A. FLEMING, OF HOOPESTON, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 408,606, dated August 6, 1889.

Application filed May 1, 1889. Serial No. 309,198. (No model.)

To all whom it may concern:

Be it known that I, JAMES A. FLEMING, a citizen of the United States, residing at Hoopeston, in the county of Vermilion and State of Illinois, have invented certain new and useful Improvements in Car-Couplers; and I do 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 the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to car-couplings that will automatically couple the cars when the latter are run together, and which can be operated from either side or the top of the car for uncoupling the cars.

The improvement consists of the peculiar construction and combination of the parts, which will be hereinafter more fully described and claimed, and which are shown in the annexed drawings, in which—

Figure 1 is a top plan view of the adjacent ends of two cars, showing the application of the coupling by full lines and the operation of the same by dotted lines, one of the draw-bars being shown in horizontal section to show the internal construction and relative arrangement of the coupling-hook and releasing-plate. Fig. 2 is a perspective view of the coupling. Fig. 3 is a perspective view of the lever, showing its yielding capabilities by dotted lines.

The draw-bar A is connected with the car in the usual way, and is provided with the throat *a* for the reception of the ordinary link, and with the vertical opening *a'* for the insertion of the common pin.

The coupling-hook C is pivotally attached to one side of the draw-bar by the pin *c*, and its front end is held in position for coupling by means of the spring D, which is a wire having its ends coiled around the ends of the pin *c* and inserted in the draw-head, and having its middle portion *d* bent out and adapted to bear against the outer end of the hook C.

The releasing-plate E, pivoted at its rear

end to the draw-bar, is connected by the link *e* with the rear end of the coupling-hook, so that when the rear end of the hook C is drawn in its outer end the outer end of the releasing-plate is thrown outward to uncouple the cars. The releasing-plate E is located just in the rear of the lateral extension F.

The lever G, pivoted between its ends, is connected by wire *g* with the hook C, and is yielding at each end, so it can be pressed in engagement with one of the notches *h* in the keepers H, one keeper being provided for each end of the lever.

Each end of the car will be similarly equipped, the parts being so disposed that the hook C on one car will come directly opposite the lateral extension F on the end of the car to be coupled. When the cars are run together, the hooks C on each will engage with the lateral projections F of the other. To uncouple the cars, the lever G is operated to retract the inner end of the hook C, which will effect an outward movement of the outer end of the releasing-plate and the outer end of the said hook C. The movement of the releasing-plate E disengages the hook C of the adjacent car at the same time the hook of the car coupled therewith is released, as will be readily comprehended on reference to Fig. 1.

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

1. In a car-coupling, the combination of the draw-bar having a lateral projection F at one side, the releasing-plate E on the same side of the draw-bar as projection F, the hook C, pivoted between its ends to the side of the draw-bar opposite the plate E and projection F, and the link *e*, connecting the hook C with the plate E, substantially as and for the purpose described.

2. The combination, with the draw-bar and the coupling-hook, of the lever G, pivoted between its ends and connected with the said hook, the ends of the said lever being yielding, and the notched keepers, substantially as and for the purpose described.

3. The herein shown and described coupling, composed of a draw-bar having a throat

a, vertical opening *a'*, and a lateral extension
F, the coupling-hook C, pivoted to the draw-
bar between its ends, the releasing-plate E,
connected by link *e* with the hook C, the
5 spring D, the operating-lever G, and the
notched keepers H, substantially as and for
the purpose described.

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

JAS. A. FLEMING.

Witnesses:

WILLIAM P. PEIRCE,
JAMES A. CUNNINGHAM.