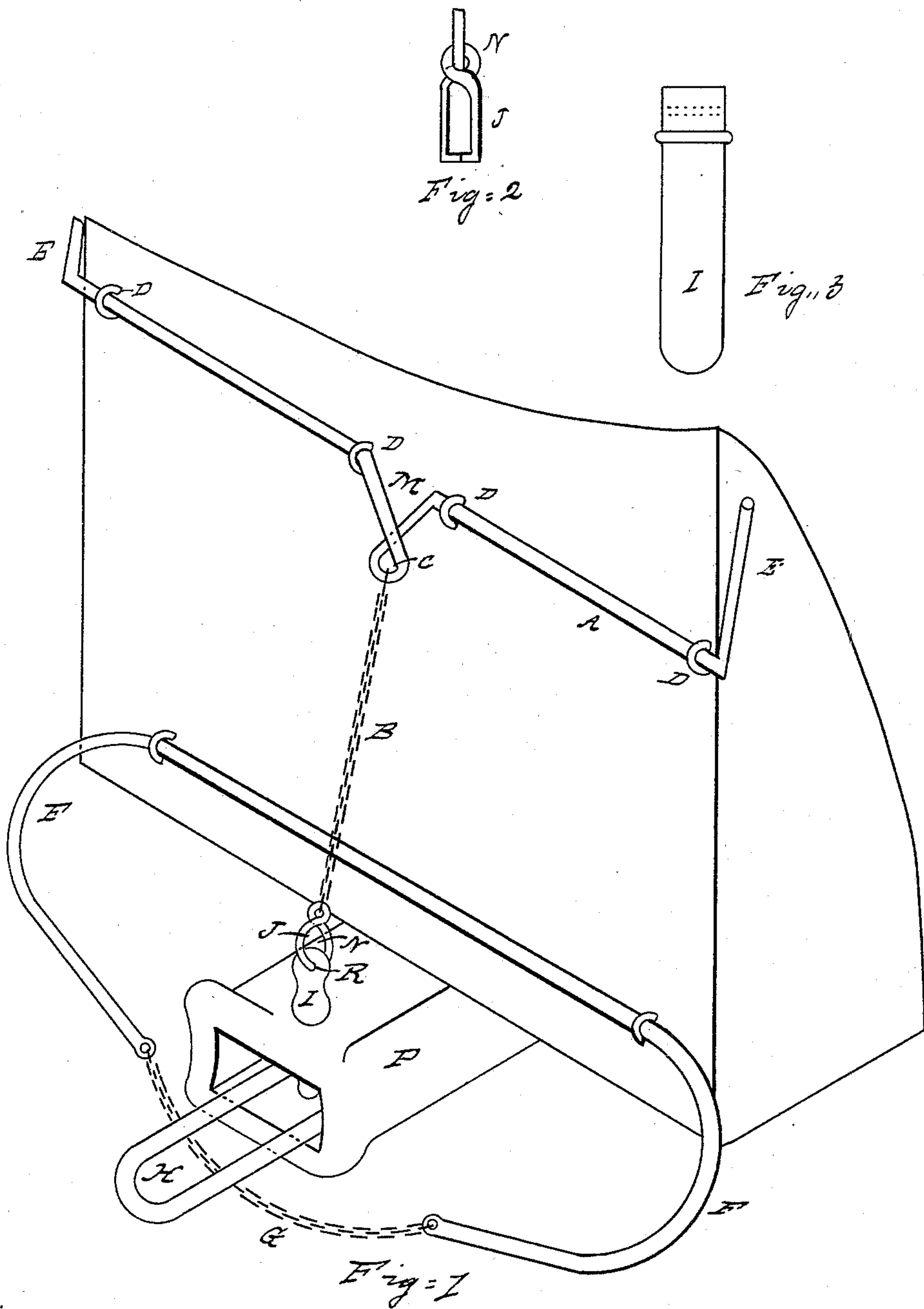


(No Model.)

J. H. EAKINS.
CAR COUPLING.

No. 413,179.

Patented Oct. 22, 1889.



Witnesses
Philip H. Andrews
Alexander Brown

Inventor
John H. Eakins
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UNITED STATES PATENT OFFICE.

JOHN H. EAKINS, OF DETROIT, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 413,179, dated October 22, 1889.

Application filed October 29, 1888. Serial No. 289,464. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. EAKINS, of the city of Detroit, in the county of Wayne and State of Michigan, have invented a new and
5 useful Improvement in Car-Couplers, of which the following is a specification.

My invention relates to improvements in car-couplers; and it consists in the details of construction described in the accompanying
10 specification, and pointed out in the claim.

My invention is to be used with and is in the nature of an improvement upon the invention patented to N. Marion Jacobs by United States Letters Patent No. 276,183, of
15 April 24, 1883. I attain said objects in the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is an isometric view of the front of the car with my improved coupling apparatus attached. Fig. 2 is a detail view of the
20 link joining the chain B to the coupling-pin, and Fig. 3 is a detail view of the coupling-pin.

Similar letters refer to similar parts throughout the several views.

A is a bar extending horizontally across the end of the car above the draw-head. The bar A is provided at its ends with arms E E, extending at right angles thereto, and is jour-
30 naled in bearings D D D D D. A loop M is formed at the center of the bar A, having the portion of it which is farthest from said bar twisted to form a smaller loop C, which serves to retain the end of the chain B in position.
35 The loop M and arms E E are in the same plane and extend in opposite directions from the bar A. B is a chain connecting the loop M with the coupling-pin I.

J is a link of the chain B. Said link is twisted at the top to form an eye N, by which
40 it is secured to the chain B. The link J is made of springy metal, and is cut through the center at its lower end.

F G are the bent rod and chain of the Jacobs coupler, above referred to.

P is a draw-head; I, a coupling-pin. A hole R is pierced through the upper end of the coupling-pin.

The chain B is connected to the coupling-pin I by forcing the two legs of the link J
50 apart at the lower end of said link, passing the head of the pin between said legs and allowing the legs to spring together, the lower part of said link passing through the hole R in the head of the coupling-pin.

The cars are uncoupled by turning down the arms E, thus raising the loop and withdrawing the coupling-pin from engagement with the link H.

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

The rod A, provided with handles E E at its ends supported in bearings horizontally across the end of a car, said rod being bent
65 to form at its center the loop M, and the loop C at the part of the loop M which is farthest from said rod, substantially as shown and described.

JOHN H. EAKINS.

Witnesses:

ALEXANDER BROWN,
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