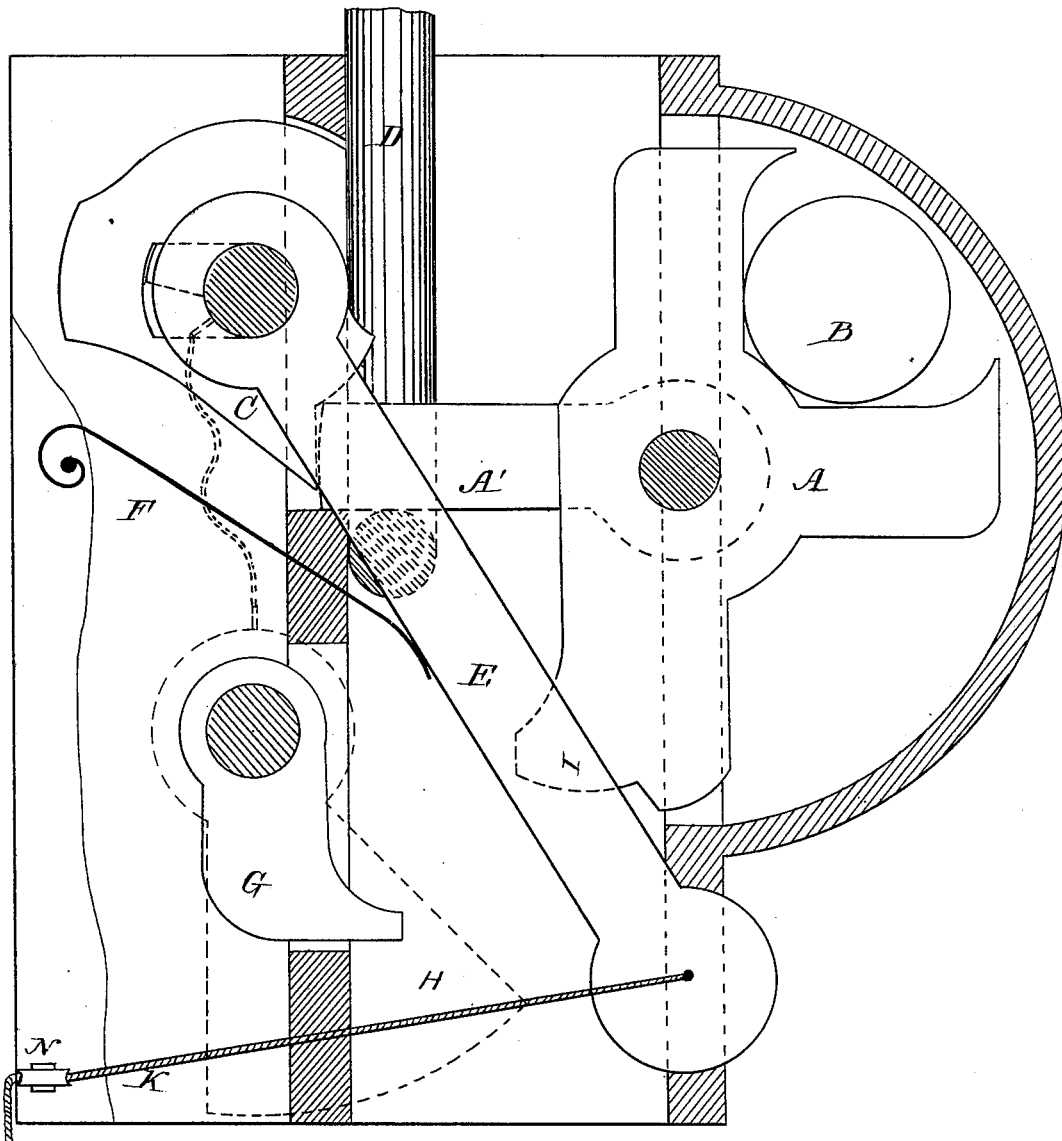


C. FLYNN.  
Car-Coupling.

No. 220,069.

Patented Sept. 30, 1879.



WITNESSES.

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# UNITED STATES PATENT OFFICE.

CORNELIUS FLYNN, OF BROOKLYN, NEW YORK.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **220,069**, dated September 30, 1879; application filed April 5, 1879.

### *To all whom it may concern:*

Be it known that I, CORNELIUS FLYNN, of the city of Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Couplings for Railroad-Cars, which improvements are fully set forth in the following specification and accompanying drawing, which is a longitudinal vertical section of my improved car-coupling, showing the position of the parts when coupled.

My invention consists in a swinging frame, carrying a loose weight to steady it in position, and a detachable bolt, so that in the act of swinging the frame the bolt shall pass through the link and engage a catch, which will hold it in that position, and a hook provided with a weighted lever to hold the link in position to enter the mouth of the opposite coupling.

When the hook is in an upright position it engages the inner end of the link and holds it in a horizontal position. When not in use the hook drops down out of the way, the weighted lever holding it in either position, so as to allow the link free play after being coupled.

The catch which engages the end of the bolt is provided with a lever, so that it may be uncoupled from the platform of the car. The coupling is automatic.

The object of my invention is to produce a car-coupling that shall be cheap, simple, and effectual, and so constructed that the old link may be used, and that to couple or uncouple the person so engaged need not endanger his life by going between the cars.

A is the swinging frame. A' is the detachable bolt. B is the loose weight, which is so placed in the frame that when the cars are coupled it will rest on one side of the frame's axis, and when the cars are uncoupled it will rest on the other side of the frame's axis, thus holding it in either position.

C is the catch. D is the link. E is the lever attached to the catch. F is a spring, which

holds the catch in position. G is the hook to steady the link while the cars are being coupled. H is the weighted lever that controls the hook. I is a point on the swinging frame, against which the link hits when entering the coupling, and thus causing the frame to swing, so that the bolt passes through the link and engages the catch C. The end of the bolt forces the catch down and passes it. The spring F forces the catch up again in front of the bolt, thus holding the link fast.

To uncouple the cars the lever E is used to force the catch downward past the end of the bolt, so that the drawing out of the link D will swing the bolt up, letting the link go free. The weight B in the frame A holds the bolt in this position until another link is entered, when it comes down and engages the catch, as before.

A cord or chain connects the lever which is attached to the hook G with the lever which operates the catch C, so that the operation of the one throws the other in the position required.

The catch C and hook G may be both or either operated by springs or weights to hold them in their positions.

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

1. The swinging frame A, provided with the loose weight B, and carrying the detachable bolt A', as and for the purpose set forth.

2. The swinging frame A, provided with the loose weight B, and carrying the detachable bolt A', in combination with the catch C and link D, substantially as and for the purpose set forth.

3. The construction, combination, and arrangement of the swinging frame A, weight B, bolt A', catch C, hook G, and levers E and H, all operating substantially as and for the purpose set forth.

CORNELIUS FLYNN.

Witnesses:

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