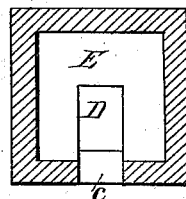
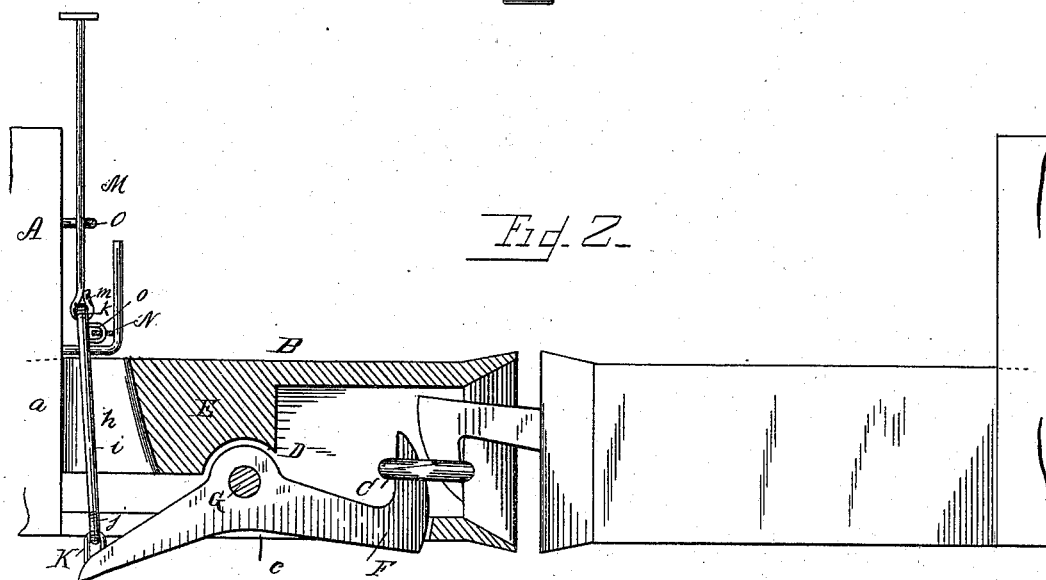
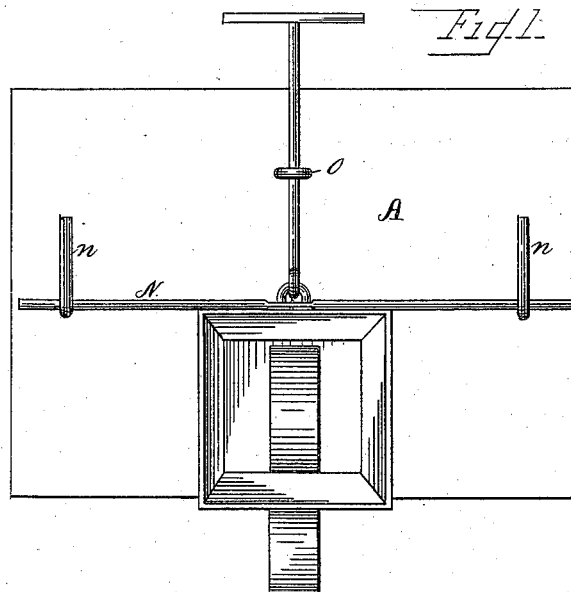


(No Model.)

J. E. CRAIG.
CAR COUPLING.

No. 383,631.

Patented May 29, 1888.



Witnesses.

S. A. Taubenschmidt.
L. J. Moulton.

John E. Craig Inventor.

By his Attorney R. A. Dimmick.

UNITED STATES PATENT OFFICE.

JOHN E. CRAIG, OF SOUTH WEST CITY, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 383,631, dated May 29, 1888.

Application filed January 4, 1887. Renewed November 26, 1887. Serial No. 256,259. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. CRAIG, a citizen of the United States, residing at South West City, in the county of McDonald and State of Missouri, 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 improvements in car-couplings; and it has for its object the coupling of cars from the top or from either side of the same by means of a vertical and horizontal transverse lever, which, when secured together, forms an inverted letter **I**; and to this end the invention consists in the novel construction and arrangement of parts, as will be hereinafter more fully described, and specifically claimed.

In the accompanying drawings, to which reference is made and which fully illustrate my invention, Figure 1 is a side elevation, and Fig. 2 a longitudinal section of the same, and Fig. 3 is a sectional view showing longitudinal and vertical slots.

A represents one end of a car having cut within its bottom or lowest portion a square opening, *a*, sufficiently large to receive snugly the rear end of a hollow bumper, B, the front or forward end or head of which is beveled off upon its inner edges or sides, so as to present a flaring mouth for the reception of a link, C, which passes therein and over a longitudinal rectangular slot, *c*, made in the bottom of the bumper B. Intersecting the slot *c* is another vertical slot, D, cut into an inner partition, E, and extending up nearly to the top of the partition, so as to admit of the vertical movement of the front or hooked end of a coupling-hook, the end of which abuts against the inner side of the top of the bumper, thus preventing the link slipping out of the bumper when coupled. This partition E is formed about midway the length of the bumper upon the inside thereof.

F is an angularly-constructed coupling-hook,

the central or larger portion of which has a perforation in it, through which passes a pin, G, which forms the fulcrum of the hook when operated. Near the rear end of the bumper is the curved portion of the wedged-shaped partition E, by means of which and the forward end of the partition E, heretofore described, the larger portion of the hook is inclosed, and against the lower end of which the rear end of the hook abuts when it is in a position for uncoupling. Between this partition E and the rear end of the bumper is a vertical perforation or opening, *h*, through which passes a rod, *i*, having an eye, *j*, at its lower end, which passes around a staple, K, upon the rear end of the coupling-hook, which secures the hook at that end to the rod. The upper end of the rod *i* has another eye, *k*, through which passes the lower end of a vertical lever, M, which is bent around, forming an eye, *m*, thereby securing the vertical lever M and rod *i* together. At the junction of the lower end of the vertical lever M and upper end of the rod *i* is secured a transverse lever, N, by means of a loop, *n*, which is passed through a perforation in the center of the lever N, and bent around the eye at the top of the rod *i*, thus securing the transverse lever to the vertical lever.

The vertical lever M passes through a staple, O, in the end of the car, which keeps it in position and forms a guide for the same in its movement with the vertical lever.

It will be readily seen that by the construction and arrangement of such levers the operator can very conveniently and expeditiously operate the coupling-hooks either from the top of the car or from each side thereof, wherever it is found most convenient, and all liability of danger in coupling and uncoupling avoided from passing between the cars.

Whenever necessary to uncouple the cars, the operator has only to raise the levers, which in turn raises the rear ends of the coupling-hooks and allows the front ends of said hooks to drop, which uncouples the cars. By depressing the levers the rear ends of the coupling-hooks are lowered and their front ends are raised, which pass through the coupling-links, and thus the cars are coupled.

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

5 In a car-coupling, the herein-described elements, consisting, essentially, of the vertical lever M, transverse lever N, staple O, guides *n n*, rod *i*, loop *o*, coupling-hooks F, slotted bumper B, partitions E, pin G, and coupling-links C, all arranged and operating as set forth.

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

JOHN E. CRAIG.

Witnesses:

J. D. KELLY,
A. T. HAVENS.