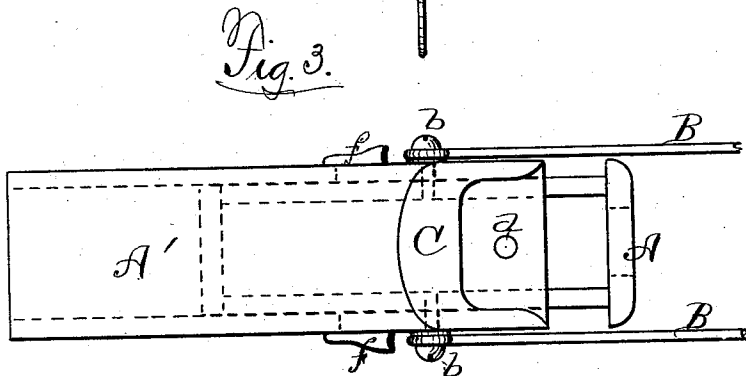
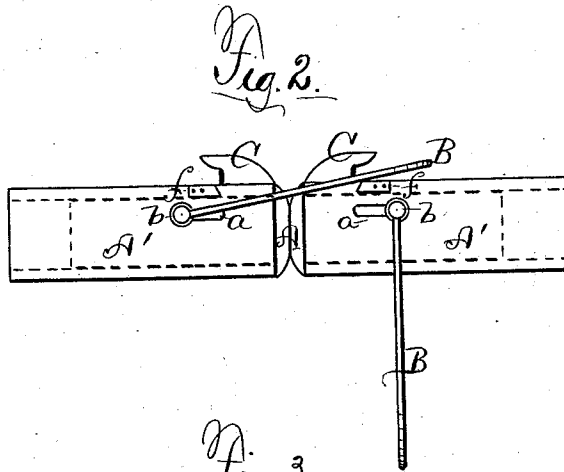
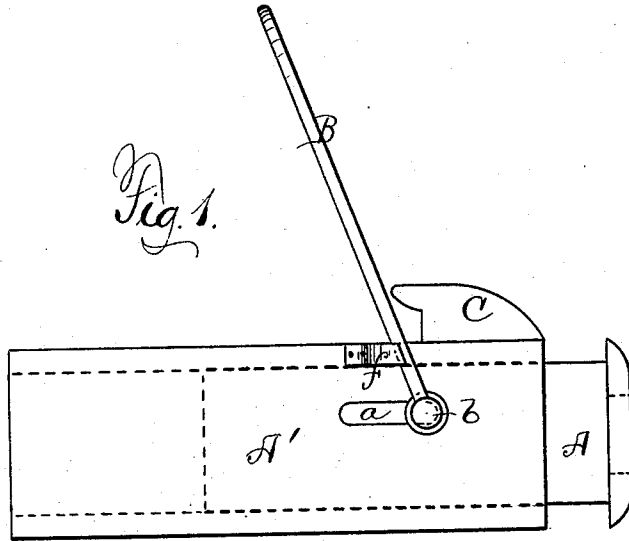


(No Model.)

A. B. FISKE.
CAR COUPLING.

No. 298,191.

Patented May 6, 1884.



Witnesses:
T. K. Parsons.
J. R. Drake.

Asa B. Fiske,
Inventor, by
J. R. Drake, Atty.

UNITED STATES PATENT OFFICE.

ASA B. FISKE, OF LYNDONVILLE, ASSIGNOR OF ONE-HALF TO JOHN D. WARREN, OF MEDINA, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 298,191, dated May 6, 1884.

Application filed February 25, 1884. (No model.)

To all whom it may concern:

Be it known that I, ASA B. FISKE, a citizen of the United States, residing at Lyndonville, in the county of Orleans and State of New York, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

This improvement relates to an automatic coupling by a permanent link, which, by concussion of the cars, is thrown down and over a horn on top of opposite draw-bars or its case; and the invention consists in the novel construction of the same, as fully hereinafter explained.

In the drawings, Figure 1 is a side elevation of one draw-head, the coupling-link thrown up, ready to couple; Fig. 2, a side elevation of two opposite draw-heads together, the link of one over the horn and the other hanging down out of the way. Fig. 3 is a top plan of one draw-head.

A represents a draw-head, of rectangular shape, setting closely inside a larger head or draw-bar, A', making a front for it, and is shorter than the case, as shown in dotted lines.

In each side of the draw-bar or frame A' is an oblong slot, *a*. Through these opposite slots a round bolt, *b*, goes, and also through the sides of the draw-head A, and is held in place by a head at one end and a nut at the other, so that the same can be removed or renewed when necessary. On this bolt swings a long rectangular link, B, and which projects out sufficiently to readily engage the horn or hook C, attached to or cast on the top of the draw-bar A'. This horn is hollowed out in the center, to allow of a vertical hole, *d*, in the bar A' to receive the ordinary coupling-pin, and the draw-head A also has the usual longitudinal opening to receive a common link, in case the opposite car should be of the old style.

In Fig. 1 the link B stands up at a slight backward slant, and is thus held by side stops,

f f, forming part of the bar A'. The draw-head A is also shown in position to be struck by the head of the opposite car. When this happens, both draw-heads are pushed in, carrying the lower end of the link backward as far as the slots *a a* will permit, which, with the concussion, throws the link forward and its outer end over the horn of the opposite draw-head, as in Fig. 2, the second link hanging down, as shown, not being needed unless one of the links is broken or lost. When the cars are pulled forward, all these draw-heads are pulled out just the length of the side slots, *a a*, and act as bumpers, and also give the necessary space between the draw-heads of each car. The pull on these links is a square one, and the resistance is on the bolt and the sides of the draw-head A and draw-bar A'. The other end of the link has an easy movement on the rounded back of the horn, and which allows for side movement on curves, switches, &c. If a link is broken, it is easily replaced by merely taking out the bolt *b* and putting a new one in. Both draw-heads, links, &c., are alike. These cars are uncoupled by hand or in any other suitable manner.

I claim—

1. The combination of the draw-head A and draw-bar or frame A', the latter having the oblong side slots, *a a*, the rectangular link B, attached to a bolt, *b*, which goes through the slots *a a*, and also through the draw-bar A, and the horn C on top of bar A', all arranged and operating substantially as and for the purpose specified.

2. The combination of the draw-head A, slotted draw-bar A' *a a*, link B, and the side stops, *f f*, as and for the purpose specified.

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

ASA B. FISKE.

Witnesses:

T. H. PARSONS,
J. R. DRAKE.