

J. M. CLEM.  
Car-Coupling.

No. 160,162.

Patented Feb. 23, 1875.

Fig. 1.

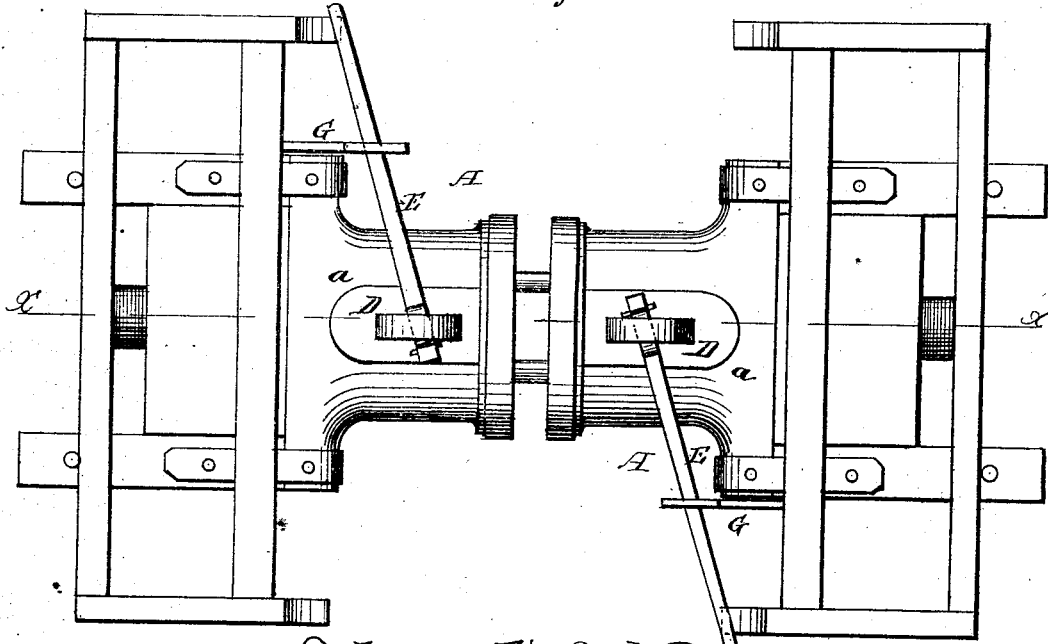
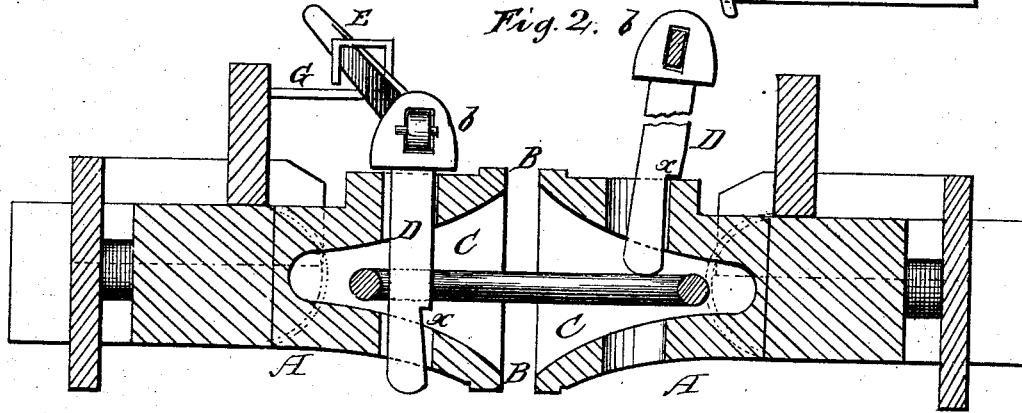


Fig. 2.



WITNESSES:

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## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **160,162**, dated February 23, 1875; application filed February 1, 1875.

*To all whom it may concern:*

Be it known that I, JAMES M. CLEM, of Opelika, in the county of Lee and State of Alabama, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In the annexed drawing, Figure 1 is a plan view, and Fig. 2 is a longitudinal section on line *x x* of Fig. 1.

A represents the draw-head or bumper, provided with a flaring O-shaped mouth, B, and an interior V-shaped chamber, C. In the center, on the top of the draw-head, is a re-enforcement, *a*; and longitudinally through said re-enforced part of the draw-head, at the top, and through the bottom of the draw-head, is a slot or hole, for the passage of an ordinary straight flat or round coupling-pin, D. This pin is provided with a slot through its head *b*, and with a notch, *x*, near the point, in its rear side. The pin D is inserted through the slots in the draw-head in the ordinary way, and is worked up and down through the draw-head

by means of a lever, E, placed in a box or bearing, G, attached to the end sills of the car. The inner end of the lever is passed through the slot in the pin-head *b*, and the lever placed loosely in the box or bearing G.

By a simple pressure of the outer end of the lever, the pin D is raised to uncouple the cars, and a swing forward of the outer end of the lever sets the pin on the notch *x*, near the point. A jam of the draw-heads trips the pin, coupling the cars, making the coupling safe to life and limb, as it can be operated from the corners of the car without going in between.

This coupling is cheap and simple, and not liable to get out of order.

The ordinary straight or crooked links, pins, &c., may be utilized.

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

The re-enforced and slotted draw-head A, having V-shaped channel C, in combination with pin D, having slotted head *b* and notch *x*, bearing G, and loosely-working lever E, as and for the purpose specified.

In testimony that I claim the foregoing as my own invention I affix my signature in presence of two witnesses.

JAMES M. CLEM.

Witnesses:

E. C. BOWEN,  
F. H. WARDLAW.