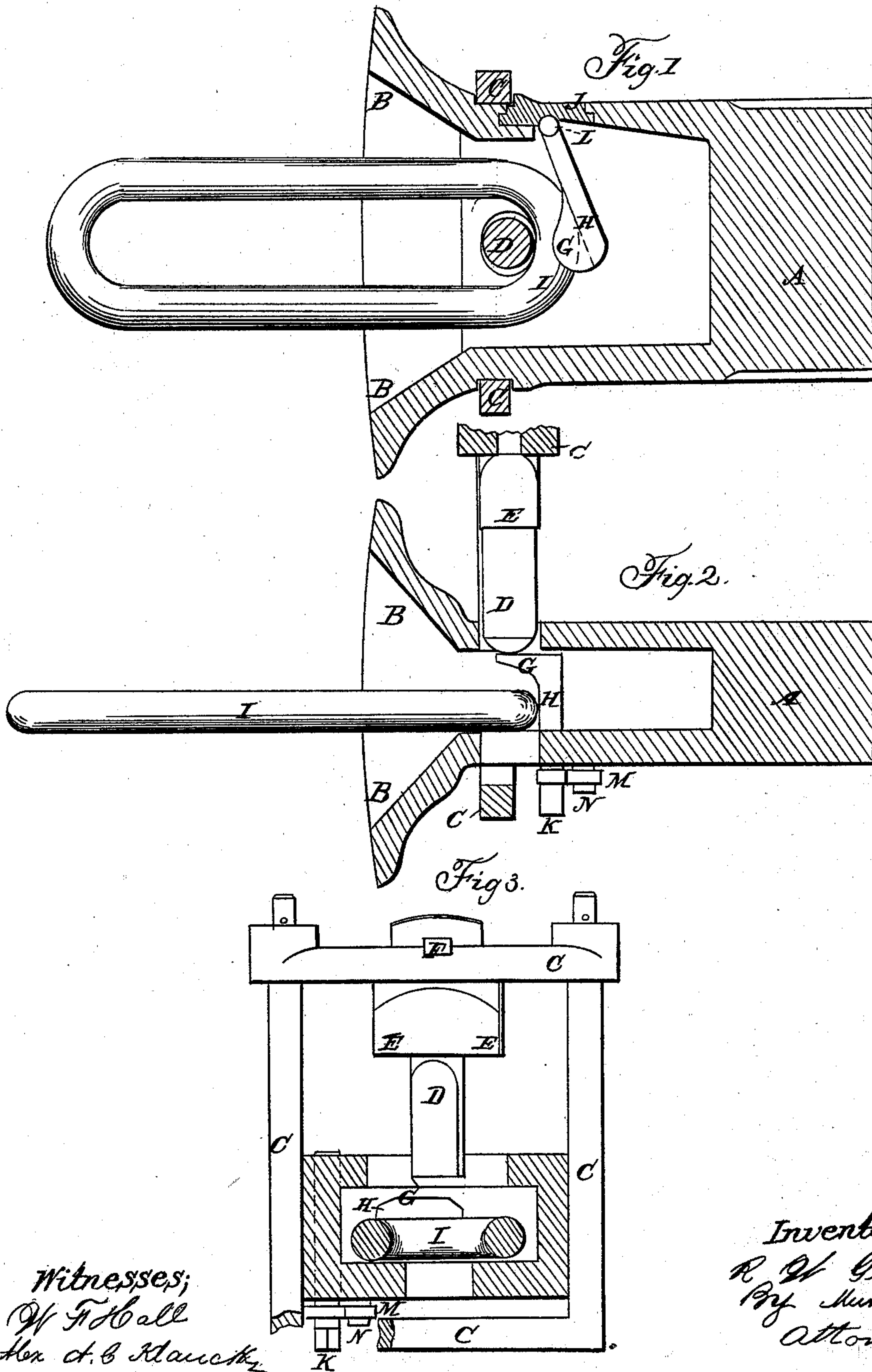


R. W. GREEN.

Car Coupling.

No. 62,028.

Patented Feb. 12, 1867.



Witnesses;
W. F. Hall
Geo. A. B. Hancock

Inventor;
R. W. Green
By Munnally
Attorney

United States Patent Office.

RANSOM W. GREEN, OF BRADFORD, PENNSYLVANIA.

Letters Patent No. 62,028, dated February 12, 1867; antedated February 10, 1867.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, RANSOM W. GREEN, of Bradford, in the county of McKean, and State of Pennsylvania, have made a new and useful improvement in Car-Coupling; and I do hereby declare the following to be a full, clear, and exact description of the nature, construction, and operation of the same, sufficient to enable one skilled in the art to which it appertains to construct and use the same, reference being had to the accompanying drawings, which are made part of this specification, and in which—

Figure 1 is a horizontal section.

Figure 2 is a vertical section.

Figure 3 is a transverse section.

The improvement consists in an arrangement in a flaring-mouthed draw-head of a shouldered coupling-pin in a gravitating frame, and pivoted spring-arm, for sustaining the pin previous to coupling.

In the drawings, A is the draw-head, with an open mouth, B. C C is a rectangular frame, moving in vertical grooves in the sides of the draw-head A. D is a coupling pin, having shoulders E E. The pin is attached to the upper horizontal portion of the gravitating frame, the key F being the means of securing them in their connection. When the draw-heads are yet uncoupled the lower end of the pin D rests upon a shoulder, G, of the arm H, which is pivoted by a vertical axis, L, in a recess of the draw-head. The pintle L and arm H G are cast in one piece, and as they are journaled in the upper and lower edges of the draw-head, it becomes necessary to provide a means for introducing the parts into position. This is accomplished by making an opening in the side of the draw-head A, which is then closed by the sliding-piece J, which keeps the axis L in position and closes the aperture. The link I, in the approaching draw-head, striking against the arm H, causes it to recede, and the pin D, being supported by the shoulder G, does not drop until the thickness of the link has passed from under; after which it falls so as to engage the link, the shoulders E E resting upon it so as to maintain it in a horizontal position. The maintenance of this position is especially necessary in holding the link ready for coupling. The link may be withdrawn by lifting the frame C; and the shouldered arm G H then assumes the position shown in fig. 2, being compelled thereto by the spring M on the stud N, or by some other spring of suitable character and location. The axis L may be rotated as required by a wrench on the square K of the pintle.

What I claim as new, and desire to secure by Letters Patent, is—

The arrangement of the flaring draw-head B, the link I, the shouldered pin E D, guide-frame C, and the shouldered spring-arm H G, operating substantially as described.

To the above specification for an improved car-coupling I have signed my hand this first day of May, 1866.

RANSOM W. GREEN.

Witnesses:

EDWARD H. KNIGHT,

JOHN A. WIEDERSHEIM.