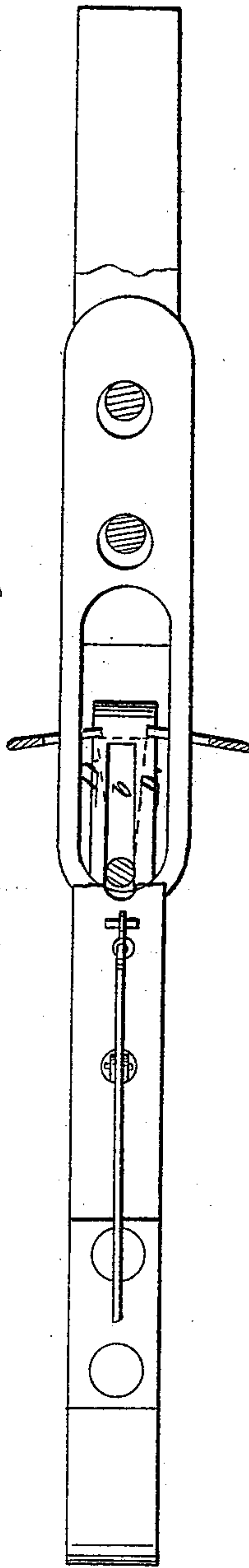
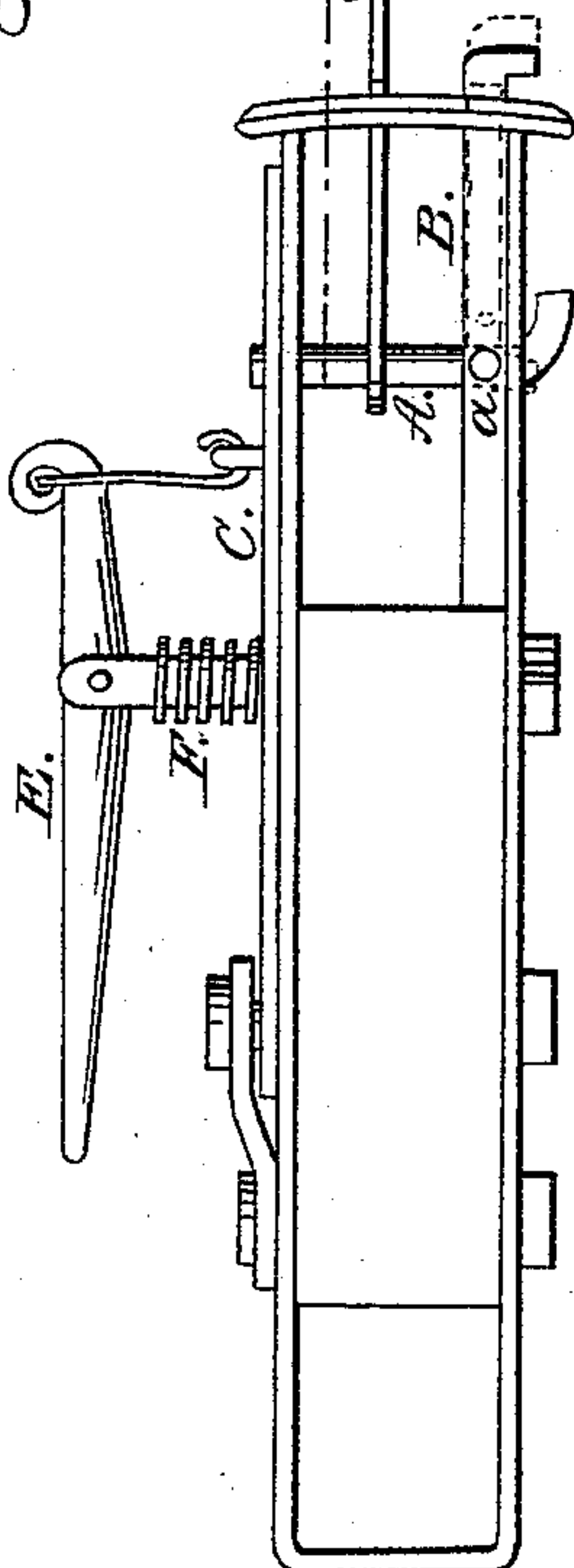


Car Coupling.

No. 64,547.

Patented May 7, 1867.



Witnesses:

Wm. Webb.
C. M. Swaney.

Inventor:

Elijah Luddey.
By his attys
Ephraim Giddings

United States Patent Office

ELIJAH LINDSLEY, OF NEENAH, WISCONSIN.

Letters Patent No. 64,547, dated May 7, 1867.

IMPROVED CAR-COUPLING.

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

Be it known that I, ELIJAH LINDSLEY, of the county of Winnebago, in the State of Wisconsin, have invented a new and useful Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a side view; and

Figure 2 is a top view.

A is a peculiar pin with a bent end, held to its place by a pivot, *a*, passing through the slide, so constructed that the pin rises in the act of coupling, and falls in the act of uncoupling, into a horizontal position in the slot in the slide. B is a slide constructed to operate the pin in such manner that as the cars are coupled it throws the pin into place, and when the cars are uncoupled it is thrown forward by the action of the withdrawn link on the pin, and by the same act carries the pin itself forward and down into the slot *b*, leaving the slide and pin in proper position for recoupling. C is a movable plate, forming the top of the coupling, which rises by means of a lever E, and is held in place as well by its weight as by the spiral spring F. By means of this lever the said plate is, at the will of the brakeman, elevated, and the cars instantly uncoupled. D is a tapering slot in the upper plate, which sustains the draw-head or bumper, broadest in front, so constructed that the pin may not fail to enter it and come into place as it is raised in the act of coupling the cars. G is the coupling link, with slot and two holes, and made heaviest behind, with two pins to hold it in place, both horizontally and laterally, so as to be always in true position for coupling.

The operation is so natural as to be manifest from the drawing, and above description. In coupling the cars as they come together, and the link, which from its construction is always horizontal and pointing in the true direction, enters to its proper place, the bumper strikes the end of the slide and throws the pin into place, where it is held until the top plate is again sprung by the lever. In uncoupling, all that is required is for the operator to place his foot on the lever and spring the plate C upward, and thereupon the link draws the pin forward and downward, and the cars are instantly uncoupled.

The advantages of this construction are so manifest, and the ease and simplicity of its operation so obvious, as to need no further illustration.

What I claim as my invention, and desire to secure by Letters Patent, are—

The sliding-bar B, with its slot *b*, and pivoted pin A, playing into the tapering slot D, and fastening into the hole in the spring plate on top of the coupling, substantially in the manner and for the purposes described.

And also in combination with the said slide and pin, the said spring-plate and lever, and other parts of the said coupling, substantially as set forth.

ELIJAH LINDSLEY.

Witnesses:

U. C. WHEELER,
ALBERT COOK.