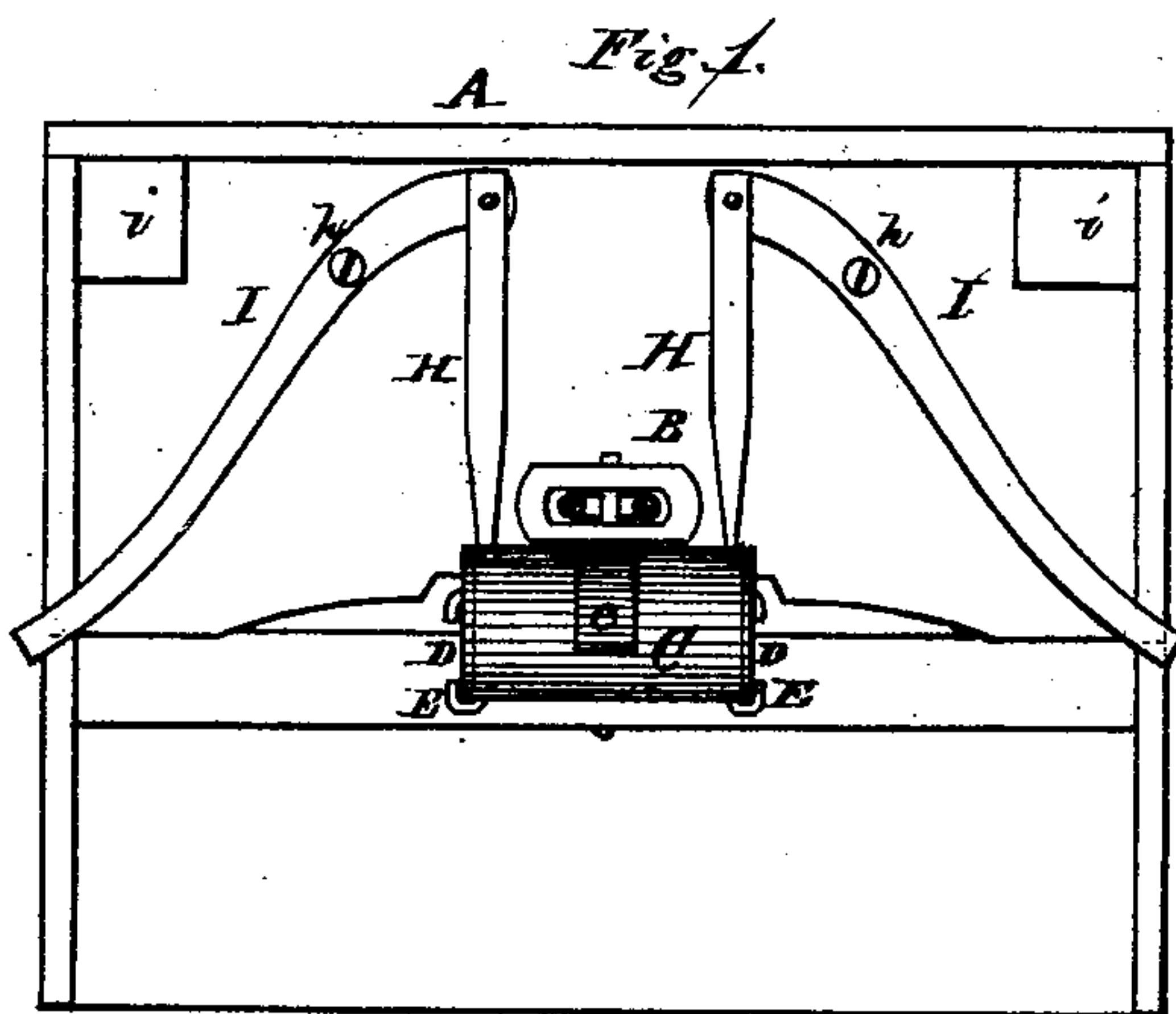
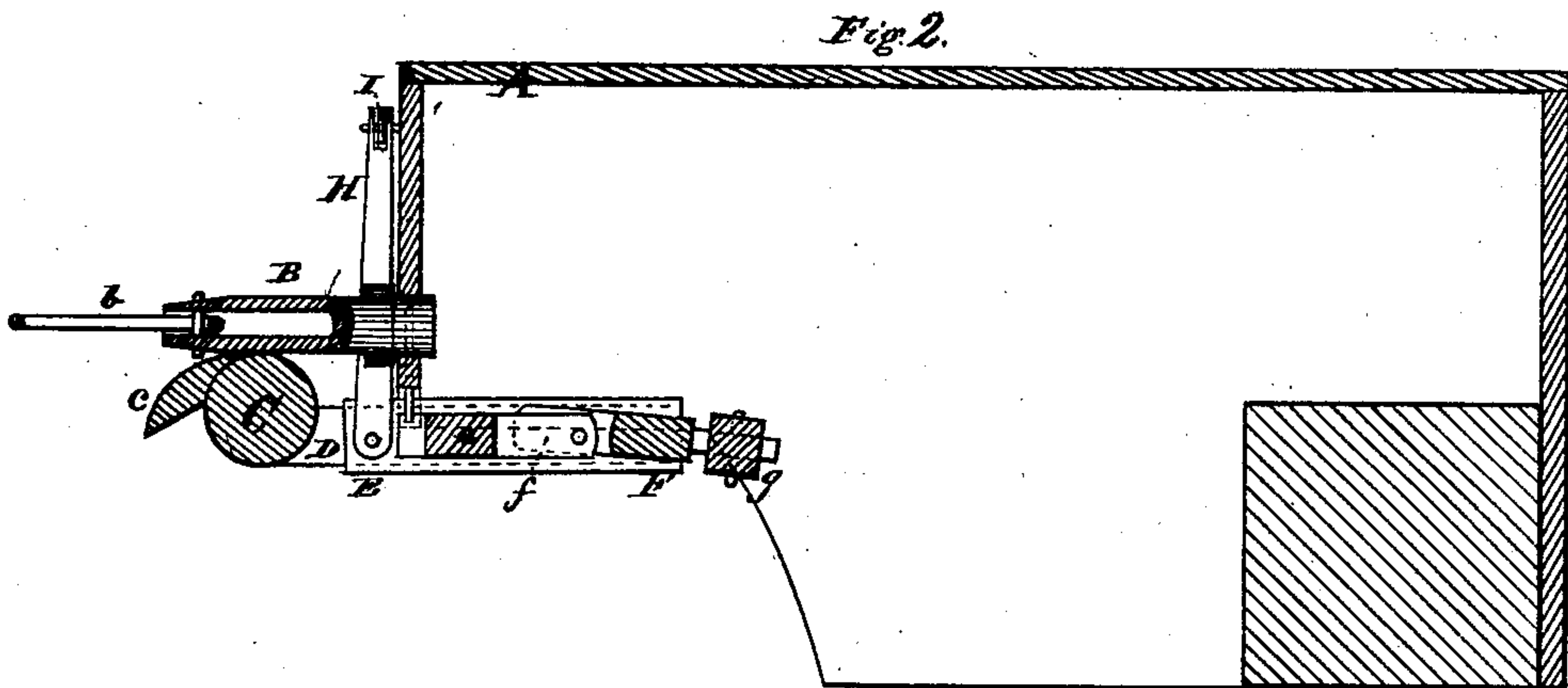
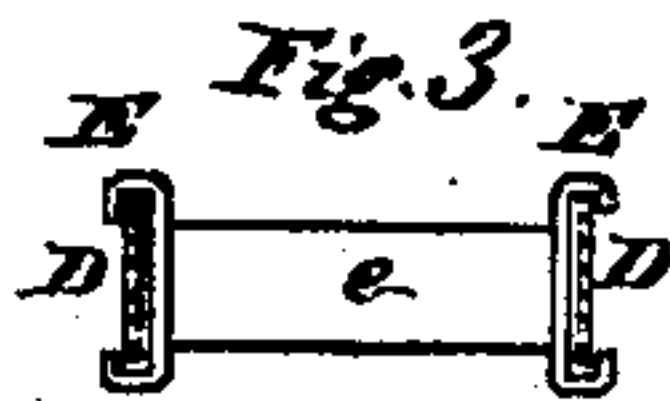


J. C. DEARBORN.

Car Coupling.

No. 110,214.

Patented Dec. 20, 1870.



Witnesses,
Harry King
H. H. Minkel

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Attys.

United States Patent Office.

JOHN C. DEARBORN, OF CANDIA, NEW HAMPSHIRE.

Letters Patent No. 110,214, dated December 20, 1870.

IMPROVEMENT IN CAR-COUPPLINGS.

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, JOHN C. DEARBORN, of Candia, in the county of Rockingham and State of New Hampshire, have invented a new and useful Improvement in Shackling-Cars; and I do hereby declare the following to be a full, clear, and exact description thereof sufficient to enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 is a front view of my device;

Figure 2 is a central vertical longitudinal section; and

Figure 3 is a detached view of guide-plates, as will be hereinafter explained.

My invention relates to car-couplings, and consists of a device for supporting the link in one draw-head while a second car is being coupled thereto, and in so adjusting the height of the link as to be able to connect with a draw-head arranged upon a car at any ordinary height.

In the drawing—

A may represent the car platform.

B, a draw-head secured thereto with a link, *b*, fastened in it.

These all may be of any desired pattern.

Underneath the coupling, and suitably attached to the car platform, I arrange a support for the link *b*, which is constructed as follows:

Between two arms, *D D*, I secure a bar or block, *C*, of considerable weight, which is provided with a curved lug or projection, *c*, made therewith or secured thereto as may be most desirable.

The arms *D D* slide in guides *E E* of the shape shown at fig. 3, and underneath the car, between the guides, a block, *e*, is secured, which is formed or otherwise provided with a projecting arm, *f*.

A slotted or forked arm, *F*, is pivoted to this arm

by one end, and by the other to some part of the car-frame *g*. The use of the hinged joint thus formed will appear presently.

To the inner sides of the guide-plates *E E* rods *H H* are pivoted, and extend therefrom upwardly. To their upper ends levers *I I* are secured, which levers have their fulcrums at *h h*.

i i are stops, to prevent the levers from dropping the support too low.

The operation is as follows, and the object and advantages of the invention will more fully appear:

When it is desired to couple two cars, the bar or block *C* is pulled or pushed out, by means of springs, &c., suitably arranged therewith, from the guides until the said block is in front of the draw-head and the lug *c* is directly under the link.

By means of the levers *I I* the support, having a fulcrum at the joint between the projection *f* and arm *F*, is raised, and the link is elevated, so as to fall directly into the draw-head on the approaching car, the bumper on which pushes the block *C* back again into the guides, its normal position.

It will be seen that the block may be made so as to fall out of the guides of its own gravity, and also may be pushed out by means of springs, &c.

Having thus described my invention,

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

The combination, in a coupling-link support, of the block *C* with or without the lug *c*, arms *D D*, guides *E E* hinged to the arm *F*, and operated by the means and in the manner substantially as set forth.

The above specification of my invention signed by me this 7th day of May, A. D. 1870.

JOHN C. DEARBORN.

Witnesses:

R. J. P. GOODWIN,
G. E. KELSEY.