

N. G. SHELLEY, S. P. BOZARTH & D. V. SPRING.
Car-Coupling.

No. 163,110.

Patented May 11, 1875.

Fig. 1.

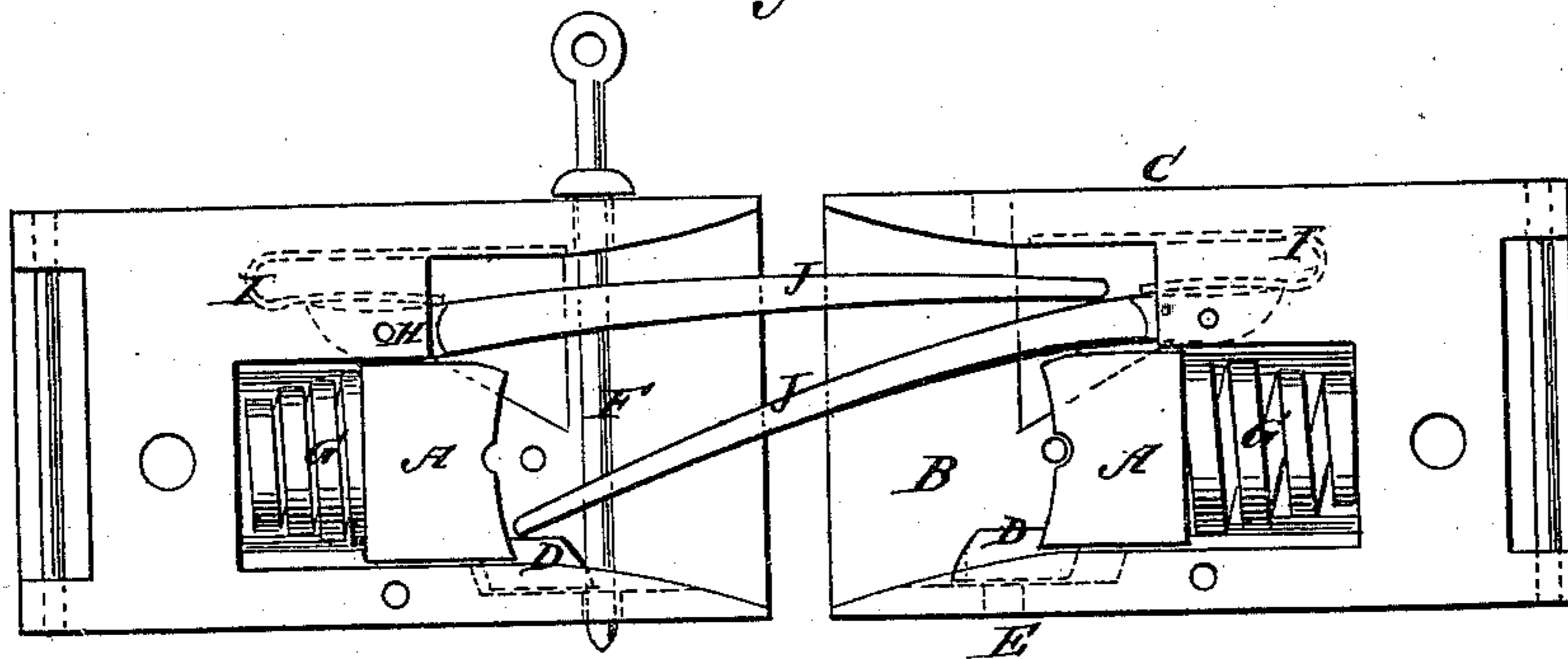


Fig. 2.

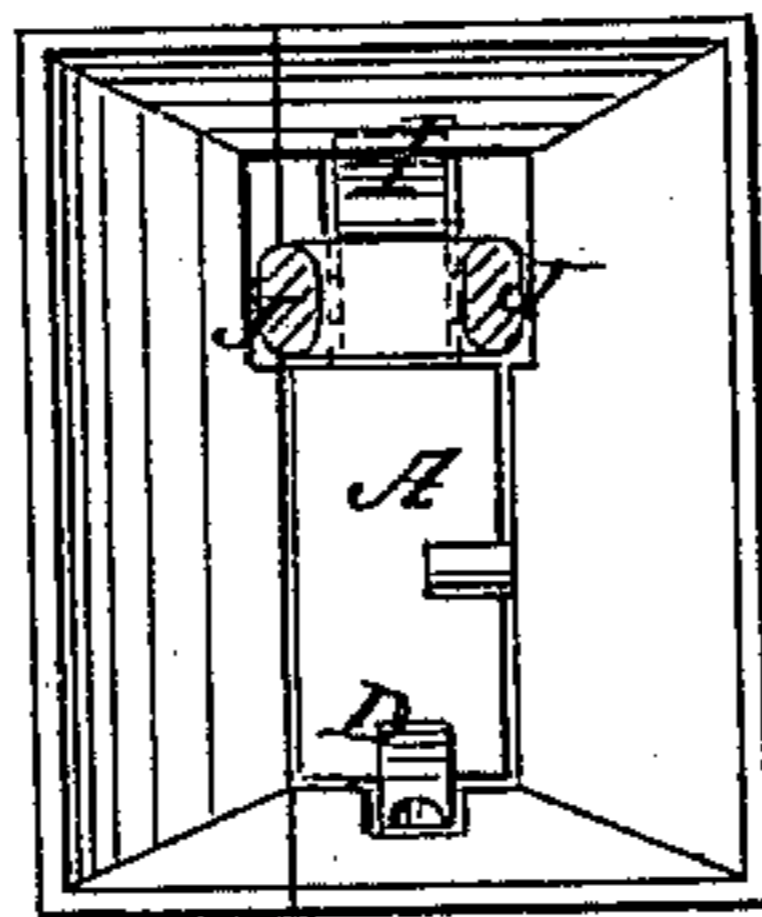
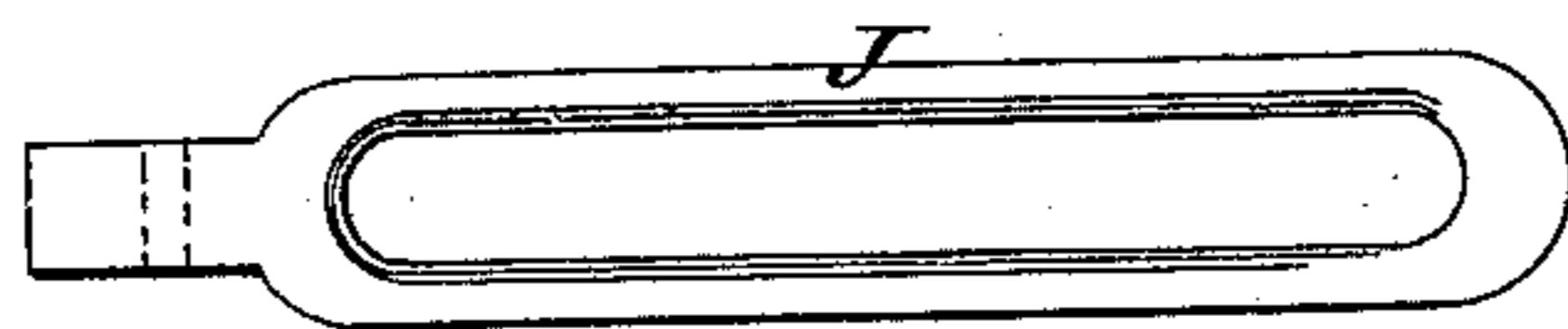


Fig. 3.



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

NATHAN G. SHELLEY, STEPHEN P. BOZARTH, AND DAVID V. SPRING, OF
AUSTIN, TEXAS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **163,110**, dated May 11, 1875; application filed
January 30, 1875.

To all whom it may concern :

Be it known that we, NATHAN G. SHELLEY, STEPHEN P. BOZARTH, and DAVID V. SPRING, of Austin, in the county of Travis and State of Texas, have invented a new and Improved Car-Coupling, of which the following is a specification :

Our invention consists of a sliding block within the draw-head, having a plate to cover the lower hole for the pin, and hold the pin in position for self-coupling, and also having a spring behind it to keep it in position for holding the pin, and to allow it to be pushed back by the entering link of the other car, to trip the pin and uncover the hole to let the pin fall through the link into the hole.

The links are pivoted in the draw-heads above the blocks, so that the one passing over the other when they come together will rise up over the block, while the end of the other hangs low enough to strike the pin-holding plate and push the block back. The links also have a spring over the pivoted end, to control the other end as to the height.

Figure 1 is a longitudinal section of our improved car-coupling. Fig. 2 is a front elevation of one of the draw-heads and a section of the link, and Fig. 3 is a plan view of the link.

Similar letters of reference indicate corresponding parts.

A is the sliding block within the chamber B of the draw-head, and having the plate D

projecting forward from the bottom over the lower coupling-pin hole E, and so as to form a rest for holding the pin F ready for self-coupling. G is the spring behind the block for holding it in position, and allowing it to be moved back by the link. H is the pivot of the link J, and I the spring for keeping the projecting end of the link at the proper height for entering the draw-head, and for holding so as to allow it to rise and fall.

In practice, we will connect a lever, hand-wheel, or other device with the upper end of the coupling-pin, to raise it and uncouple the cars while running, or at any time when the pin is subject to the pulling strain, and we propose to have the contrivance so that the pin can be lifted by the operator, whether he is on the platform or on the top of a freight-car.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

The combination of the sliding block A, rest D, spring G, pivoted coupling-link J, spring I, and the coupling-pin F with the draw-head of a car, substantially as specified.

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Witnesses:

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