

Car-Coupling.

No. 166,157.

Patented July 27, 1875.

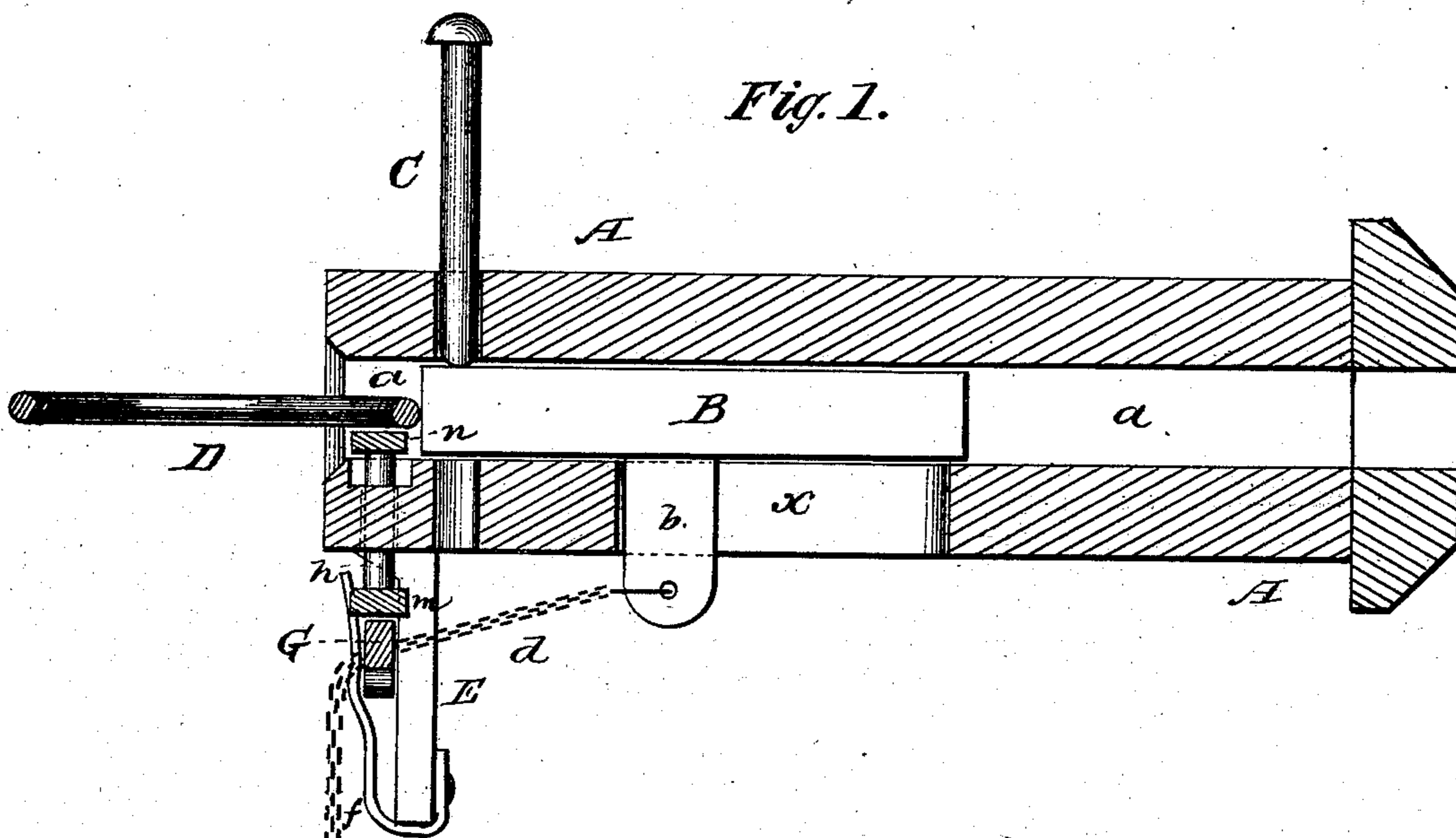
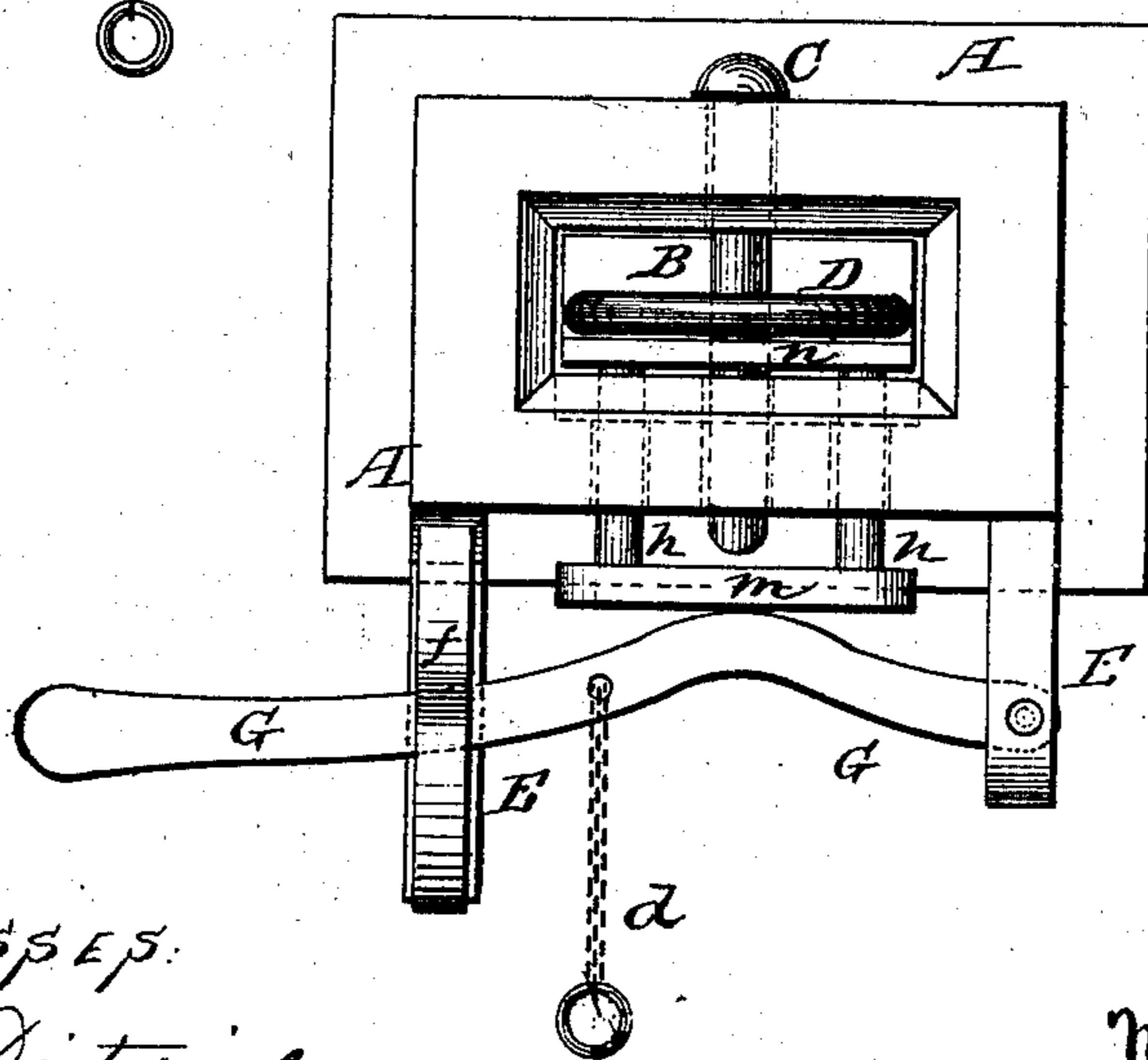


Fig. 2.



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IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **166,157**, dated July 27, 1875; application filed July 2, 1875.

To all whom it may concern:

Be it known that I, MICHAEL SULLIVAN, of Royalton, in the county of Waupaca and State of Wisconsin, 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 appertains 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 of a car-coupling with a link-adjusting device attached thereto, as will be hereinafter more fully set forth.

In the accompanying drawing, Figure 1 is a longitudinal section of a draw-head embodying my invention, and Fig. 2 is a front view of the same.

A represents an ordinary draw-head or bumper for railway-cars, formed with an interior chamber, *a*, in which is placed a slide, B. This slide is provided with an arm, *b*, projecting from its under side through a slot, *x*, in the bottom of the draw-head, and a cord or chain, *d*, is attached to the end of said arm, and carried forward to the front end of the draw-head. C represents the ordinary coupling-pin, and D the link.

When the pin is raised the slide is drawn forward by means of the cord or chain *d*, and the pin will rest on the slide. In coupling the cars the link enters the draw-head and pushes back the slide, allowing the pin to drop in place.

To the front of the draw-head are attached hangers E E, projecting downward for a suitable distance. In the lower end of one of these hangers is pivoted a lever, G, the other end of which is held, by means of a spring, *f*, to the other hanger. Through the bottom of the draw-head, at the mouth, pass two vertical pins or rods, *h h*, the lower ends of which are connected by a bar, *m*, resting on a projection on the lever G. The upper ends of the rods are also connected by a bar, *n*, thus forming a frame capable of vertical movement. The bar *n*, when the frame is down, fits in a recess made in the bottom of the draw-head, so as to make the same even.

By means of the lever G the frame may be raised to any desired height, so as to adjust the link at any angle required for entering the opposite draw-head, and it is held by the action of the spring *f* on the free end of the lever.

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

The combination, with a draw-head, A, of the hangers E, lever G, spring *f*, and frame *h m n*, all constructed substantially as and for the purposes herein set forth.

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

MICHAEL SULLIVAN.

Witnesses:

H. A. HALL,

C. H. WATSON.