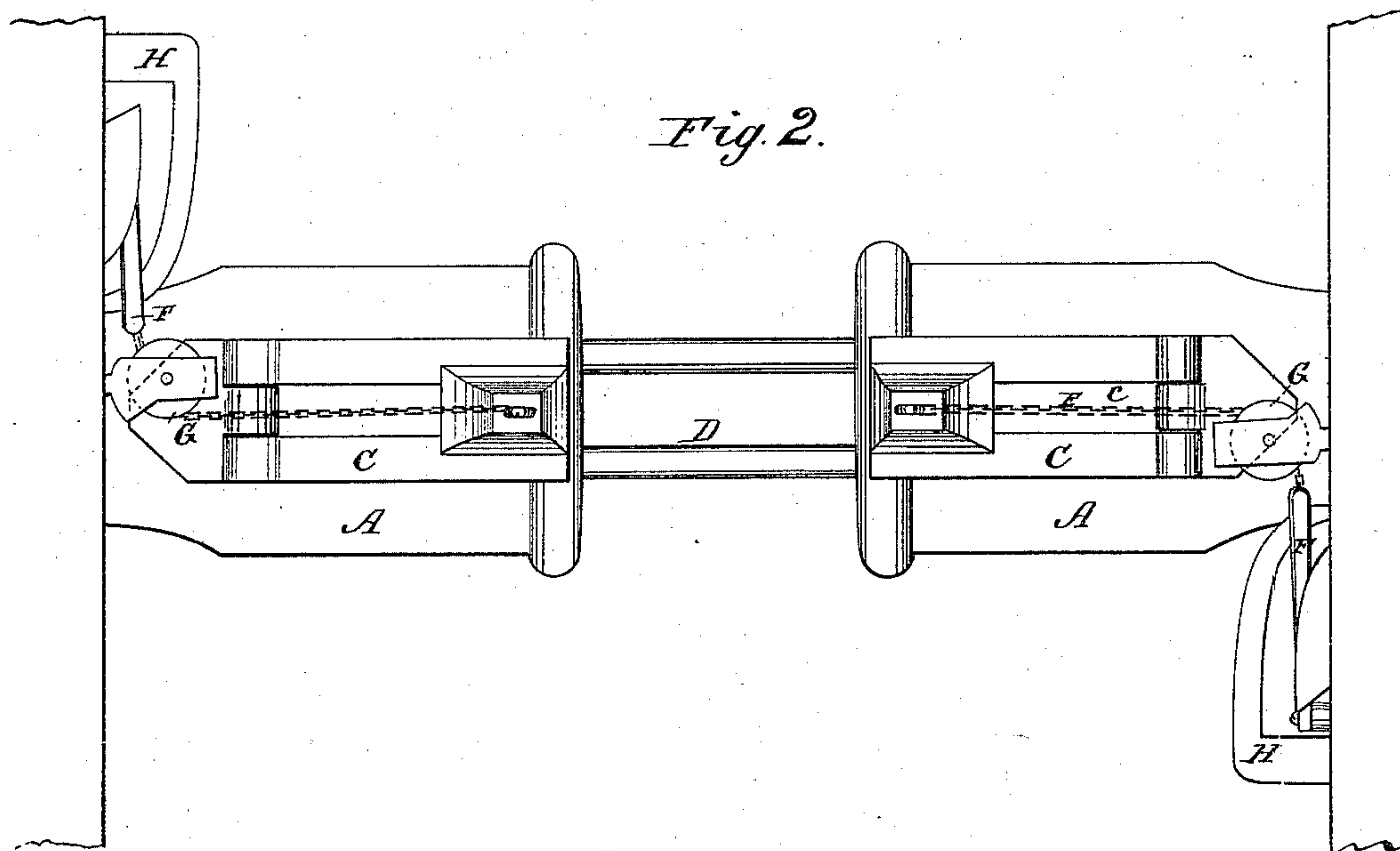
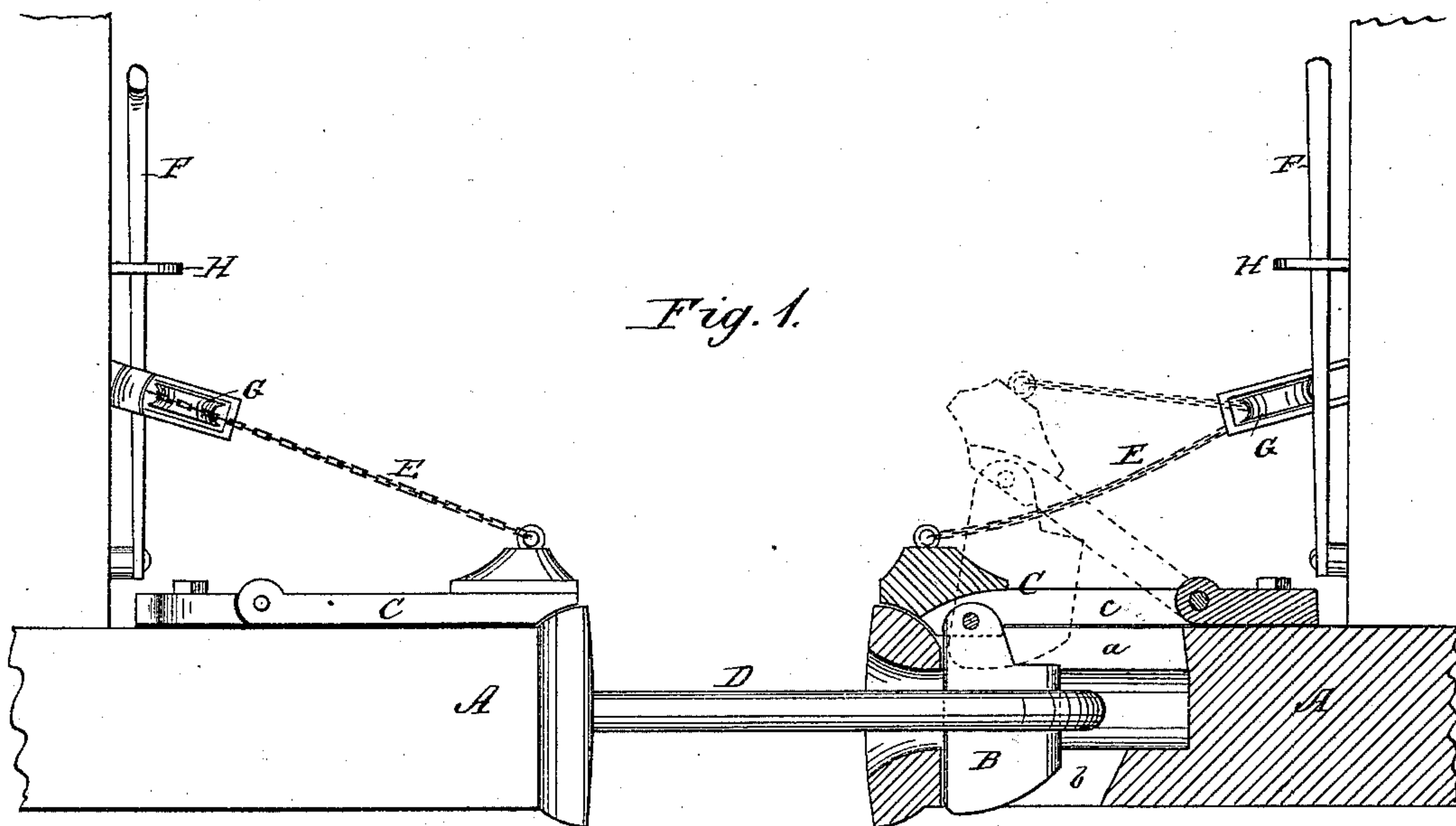


C. CHISHOLM.
Car-Coupling.

No. 218,930.

Patented Aug. 26, 1879.



WITNESSES:

W. W. Hollingsworth
Amos W. Hart

INVENTOR:

C. Chisholm

BY

Wm. O. E.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

COLIN CHISHOLM, OF LOS ANGELES, CALIFORNIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **218,930**, dated August 26, 1879; application filed March 24, 1879.

To all whom it may concern:

Be it known that I, COLIN CHISHOLM, of the city and county of Los Angeles, and State of California, have invented a new and Improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention is an improvement in that class of car-couplings in which the pin is so pivoted as to form a gravitating latch, which is thrust back by the disk when it enters the draw-head, but immediately falls into the slot of the link, and thus completes the coupling. For uncoupling, such gravitating latch is raised by a chain and lever.

My invention relates to the combination of a lever, slotted keeper, and certain other devices with the hinged bar to which the gravitating latch is pivoted, as hereinafter described and claimed.

The details of construction are as shown in the accompanying drawings, in which—

Figure 1 is a side view and a vertical longitudinal section of a draw-head having my improvement attached. Fig. 2 is a plan view of the same.

The draw-head A has lengthwise slots *a b* in its upper and lower sides, respectively. The gravitating latch B swings in said slots, and is hinged to a slotted bar, C, which is hinged

at the rear portion of the draw-head A, and normally lies flat upon the upper side thereof, as shown in full lines, Figs. 1 and 2.

When the link D enters draw-head A the latch B engages it automatically, as will be readily understood. To disengage the latch B from the link, the bar C is raised, as shown in dotted lines, Fig. 1. As a means for raising it I employ a chain, E, and lever F. The chain connects the bar and lever, and passes intermediately around the pulley G. The lever is arranged near the side of the front of the car, and the pulley in the middle of the same. Thus the lever may be operated for uncoupling cars without requiring the operator to enter between them. The lever may be locked in the slotted keeper H for holding the bar C and its attached latch B in the raised position.

What I claim is—

The combination of the lever F, slotted keeper H, chain E, pulley G, hinged bar C, gravitating latch B, and slotted draw-head A, as shown and described.

The above specification of my invention signed by me this 14th day of December, A. D. 1878.

COLIN CHISHOLM.

Witnesses:

C. N. MILSON,
C. F. TOWNSEND.