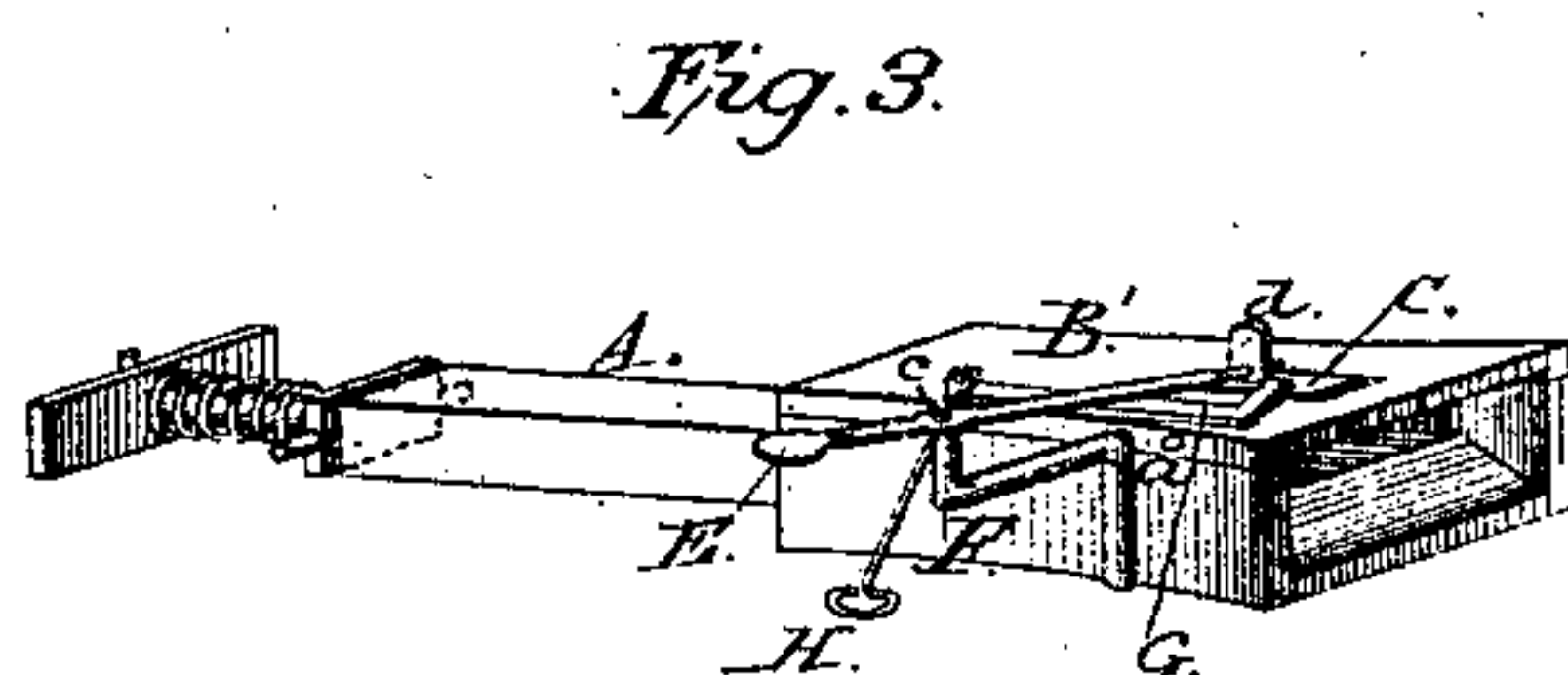
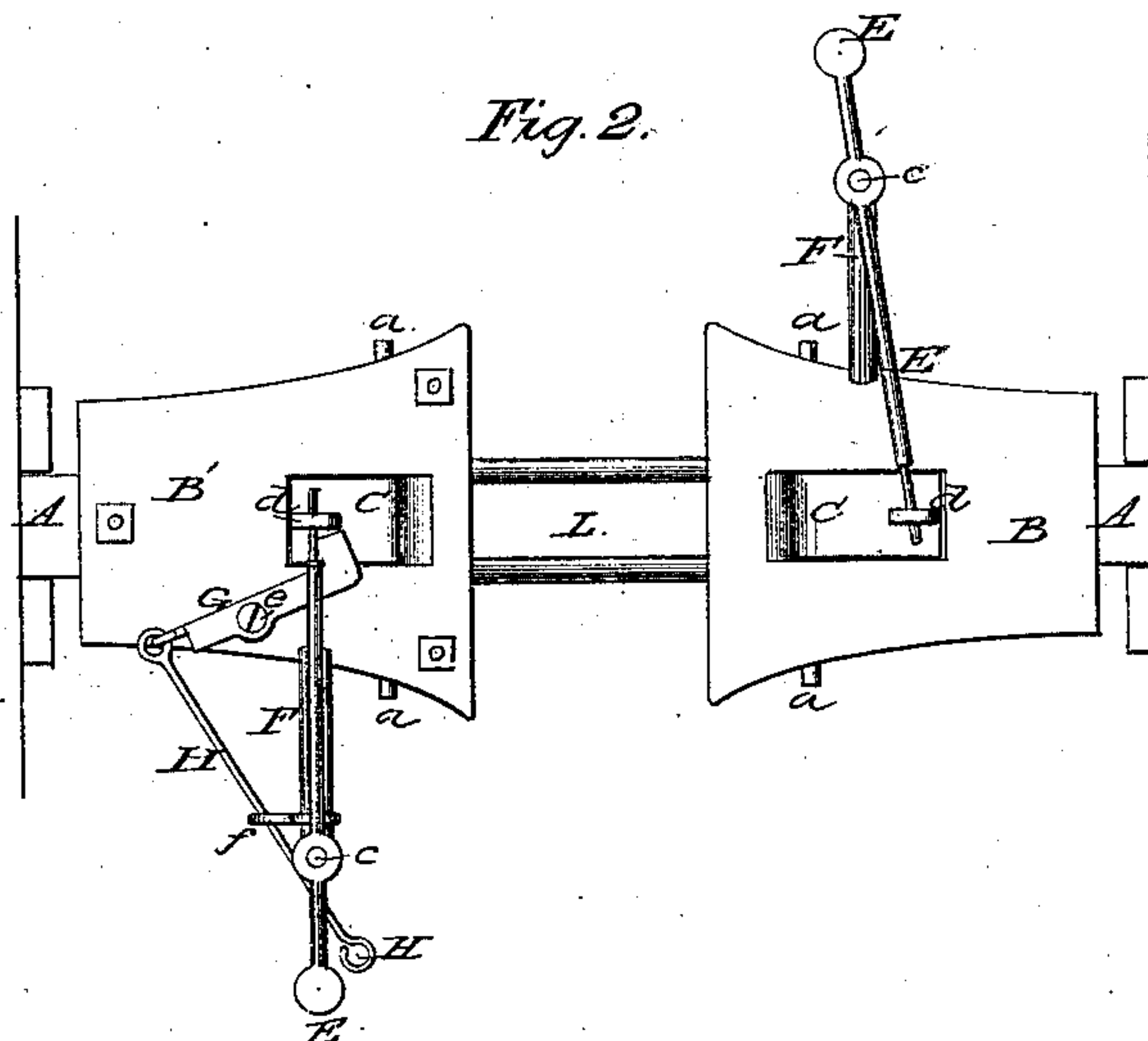
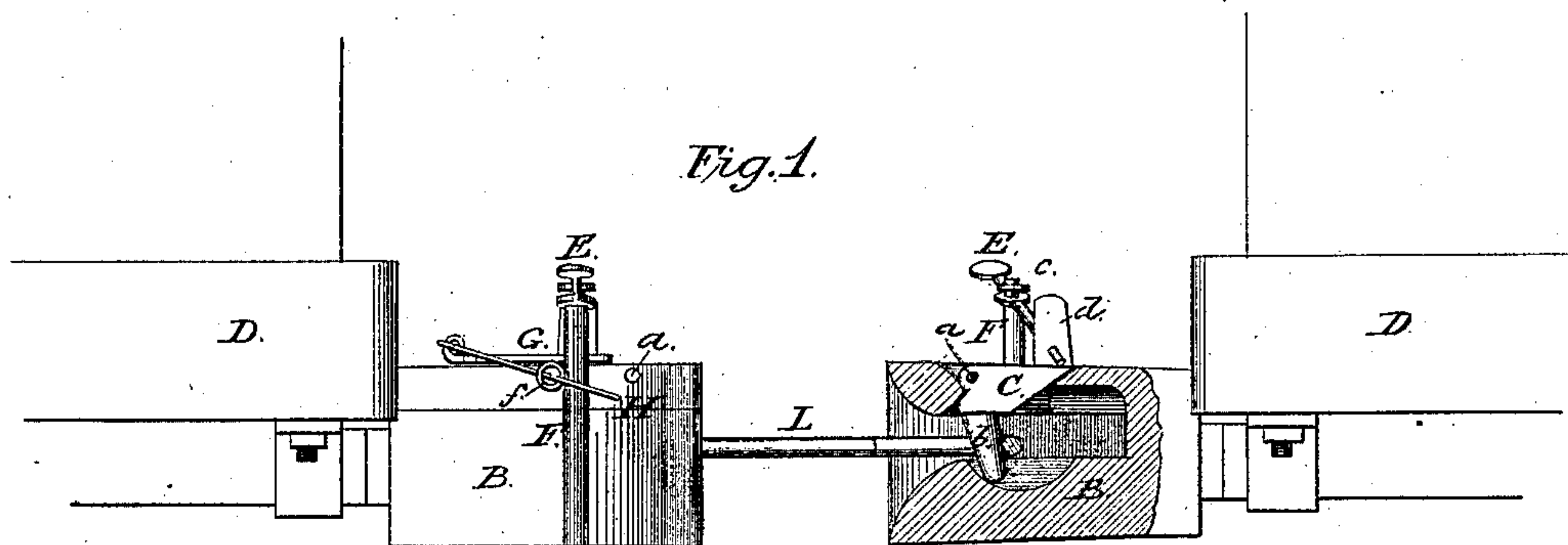


J. D. TINSLEY.  
Car Coupling.

No. 237,788.

Patented Feb. 15, 1881.



Attest:  
Edward R. Tyler  
J. C. Stansbury

Inventor.  
John D. Tinsley,  
By his Attorneys,  
Stansbury & Munn.

# UNITED STATES PATENT OFFICE.

JOHN D. TINSLEY, OF CALHOUN, GEORGIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 237,788, dated February 15, 1881.

Application filed August 5, 1879.

*To all whom it may concern:*

Be it known that I, JOHN D. TINSLEY, of Calhoun, in the county of Gordon and State of Georgia, have invented certain new and  
5 useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to  
10 reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 shows one draw-head and coupling in side elevation, and the other in vertical longitudinal section. Fig. 2 is a top view or plan  
15 of the two draw-heads and couplings. Fig. 3 is a perspective view of a draw-head and coupling separate from the car-frame.

The same letter indicates the same part  
20 wherever it occurs in the drawings.

My invention consists in the peculiar construction of the automatic-locking safety-coupling hereinafter particularly described.

In the drawings, A marks the ordinary spring  
25 draw-bar, and B B' the draw-heads or bumpers, which are made hollow to receive the link L, and the gravitating pins which engage with the link to couple the car. The upper side of the draw-head has a slot in it, in which plays  
30 the latch C, provided with the pin *b*. The latch C is pivoted to the outer end of the slot by the rod *a*, which extends through the head, as shown in Fig. 2, and can be withdrawn when it is desired to remove the latch.

35 The pin *b* projects at nearly a right angle from the under side of latch C, and when the latch is down, as in Fig. 1, lies vertically across the opening of the draw-head, resting, by its free end, in a recess in the lower side of the  
40 cavity of the head. When the latch is up, the pin lies horizontally in the slot in the upper side of the draw-head, and leaves the cavity free for the entrance or withdrawal of the link L. The link L, in entering the mouth of the  
45 draw-head, pushes up the pin till the end of the link has passed it, when the pin falls and holds the link in the head, whence it can only

be withdrawn when the latch C has been raised to withdraw the pin. The latch and pin are arranged and operate in the same way in both  
50 draw-heads.

To the side of the head is attached a bent arm, F, which serves as a fulcrum for lever E, which is loosely attached to arm F, and engages with an eye, *d*, on the top of latch C, so  
55 that by depressing the lever E the latch can be thrown up at will to release the link by an operator standing at the side of the cars. On releasing the lever the latch and pin fall by  
60 their own gravity.

It will be observed that when the pin is in engagement with the link the latch and pin are supported at three points—front, rear, and bottom—insuring perfect stability.

As a security to prevent the latch from being thrown up so as to release the link and uncouple the cars, I add a lock-lever, G, turning on pivot *e*, and operated by the rod H, passing through the eye *f* of arm F. By pulling  
70 rod H the free end of lock-lever G is drawn over the upper face of latch C and holds it down. The reverse movement of the rod releases the latch and allows it to be thrown up.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—  
75

1. The combination, with the draw-head B, of the latch C, having the triple bearing described, and pivoted to the head at *a*, and provided with the eye *d* and pin *b*, all constructed  
80 and operating as specified.

2. In combination with draw-head B and latch C, having the triple bearing described, the lock-lever G, pivoted at *e*, and provided with the rod H, all constructed and operating  
85 in the manner and for the purpose set forth.

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

JOHN D. TINSLEY.

Witnesses:

JOHN A. JERVIS,  
JOHN N. KIKER.