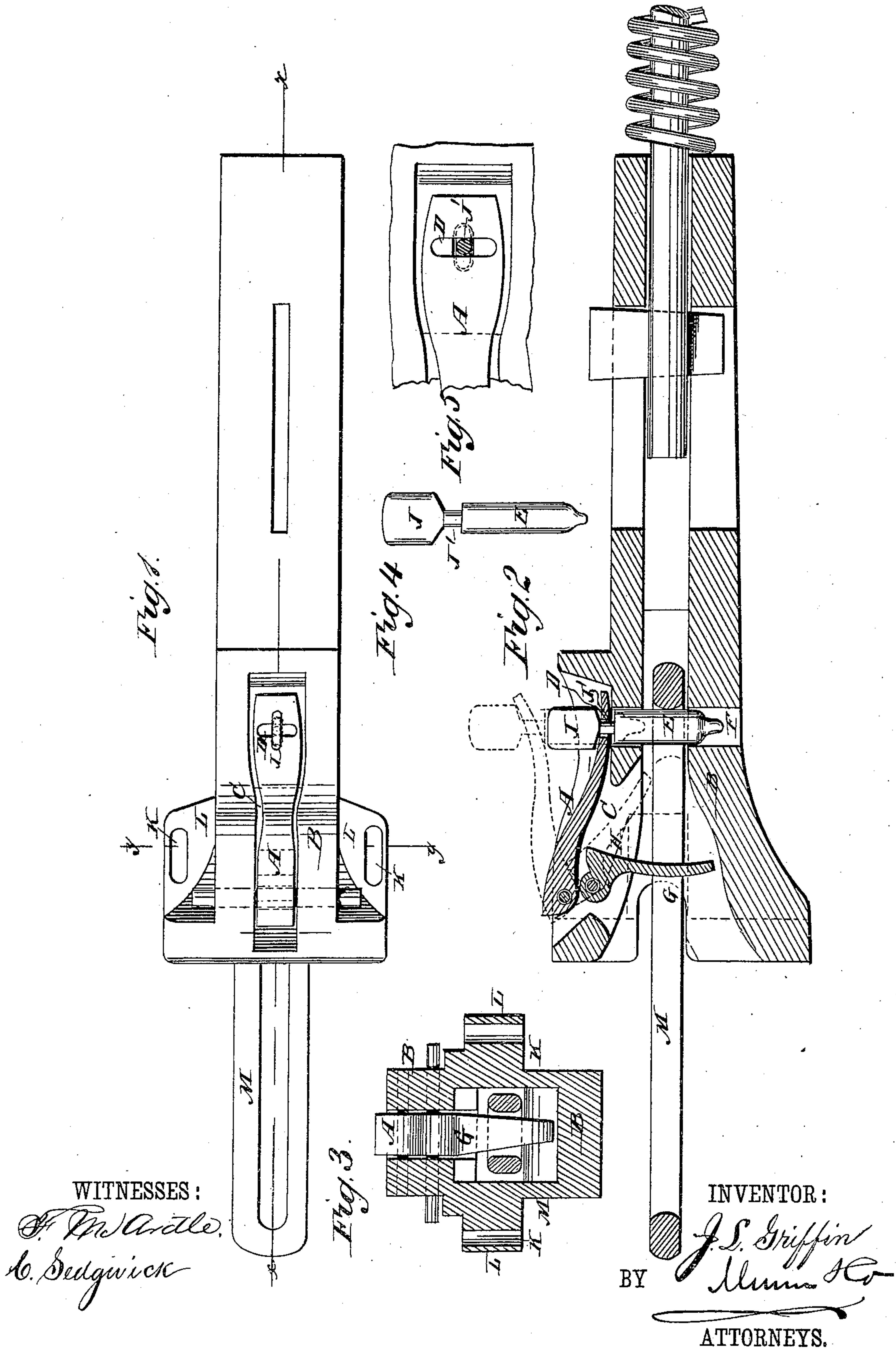


(Model.)

J. L. GRIFFIN.
CAR COUPLING.

No. 253,037.

Patented Jan. 31, 1882.



WITNESSES:
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UNITED STATES PATENT OFFICE.

JAMES L. GRIFFIN, OF CUSSETA, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 253,037, dated January 31, 1882.

Application filed July 25, 1881. (Model.)

To all whom it may concern:

Be it known that I, JAMES L. GRIFFIN, of Cusseta, in the county of Cass and State of Texas, have invented a new and Improved Car-Coupling, of which the following is a specification.

The object of my invention is to provide a new and improved device for coupling cars automatically.

10 The invention consists in a lever pivoted in the front of the top of the draw-head and provided at its outer end with an aperture, through which the coupling-pin is passed into the aperture in the draw-head, below which lever another lever is pivoted, hanging vertically across the front opening of the draw-head, and provided at the upper part of its inner edge with a projection, so that when the coupling-link pushes the lower lever inward the upper lever and the pin are raised, and drop as soon as the link has passed into the draw-head. The draw-head is provided with two apertures at the sides for the coupling-pin when the same is not in use. The coupling-pin has an annular recess directly below the flattened head, for the purpose of retaining this coupling-pin in the aperture of the pivoted lever.

30 In the accompanying drawings, Figure 1 is a plan view of my improved car-coupling. Fig. 2 is a longitudinal sectional elevation of the same on the line *xx*, Fig. 1. Fig. 3 is a cross-sectional elevation of the same on the line *yy*, Fig. 1. Fig. 4 is a longitudinal elevation of the coupling-pin. Fig. 5 is a detail plan view of the free end of the lever carrying the coupling-pin.

Similar letters of reference indicate corresponding parts.

40 A lever, A, is pivoted to the top of the front of the draw-head B, and rests in a slot, C, in the top of the draw-head. The free end of this lever A is provided with a transverse aperture, D, through which the coupling-pin E is passed into its vertical aperture F in the draw-head, the head J of the pin resting on the end of the lever A. This coupling-pin E is made flat, and has a flat head, J, and an annular recess, J', directly below this head. The aperture F in the draw-head is longitudinal, so as to admit the pin E. A lever, G, provided at the upper end of its inner edge with a projection, H, is pivoted to the draw-head B directly below the pivot of the lever A.

The draw-head is provided with two apertures, K, in projections L of the sides of the draw-head, for the purpose of receiving the pin E when the same is not in use.

The operation is as follows: The lever A is raised, the pin E is passed through the slot D and then turned, so that the pin E can enter the aperture in the draw-head, and the pin E and head J will be at right angles to the slot D. The shoulder formed by the recess J' prevents the pin from being drawn out of the slot D when in this position, and can only be removed if it is turned to be parallel with this slot. If the end of the lever A is thrown up suddenly, the coupling-pin E cannot fly out, as it would if not provided with devices for holding it in its aperture. When the link M is in the draw-head the several parts are in the positions shown. As the link enters the draw-head it pushes the lever G inward, causing the projection H to raise the lever A and the pin E, as shown in dotted lines in Fig. 2. When the link has passed into the draw-head as far as the aperture F the lever G slips from the front end of the link and swings to the front, thus permitting the lever A and the pin E to drop, the latter dropping through the link, and thus holding the same in the draw-head. When the link is withdrawn from the draw-head the lever G swings to the front, permitting the link to pass.

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

1. The combination, with the draw-head in a car-coupling, of the lever A, pivoted in the front of draw-head, the pin E, suspended in a slot, D, of said lever, and the lever G, having the projection H, the whole adapted to operate in connection with the link, as described.

2. The coupling-pin E, constructed, substantially as herein shown and described, with a flat head, J, and an annular recess, J', directly under this head, as set forth.

3. The combination, with the draw-head B, of the side projections, L, provided with apertures K, substantially as herein shown and described, and for the purpose set forth.

JAMES LEE GRIFFIN.

Witnesses:

R. E. BOYLE,
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