

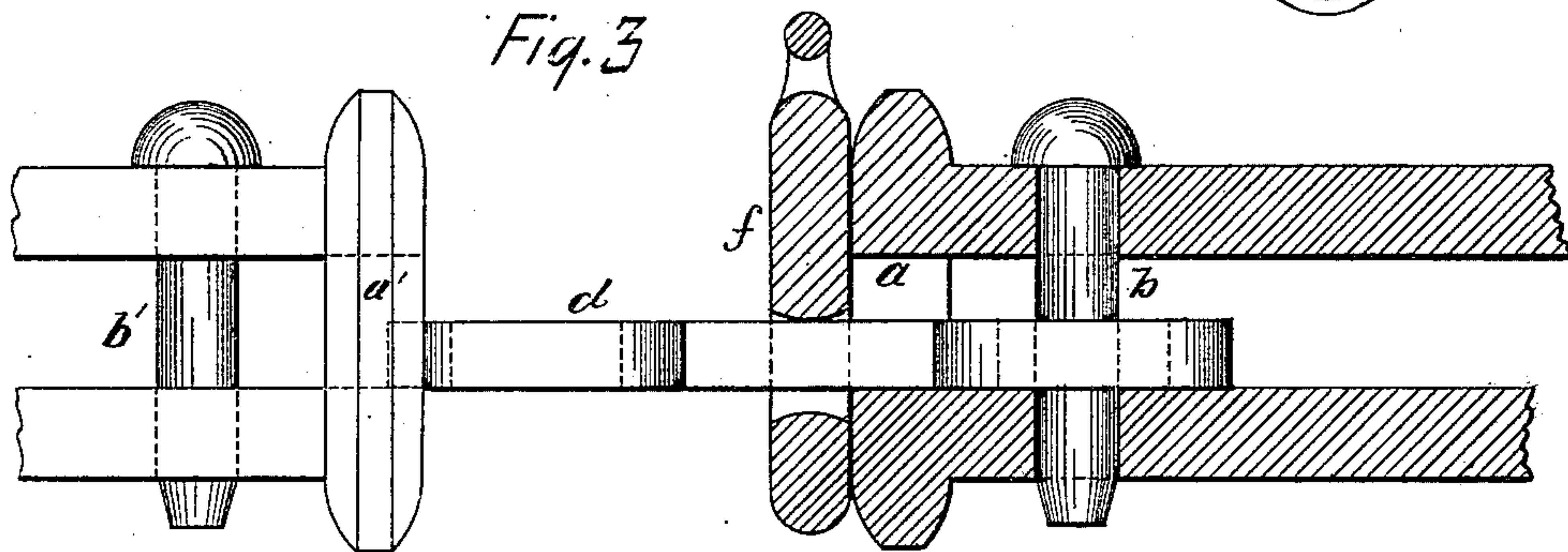
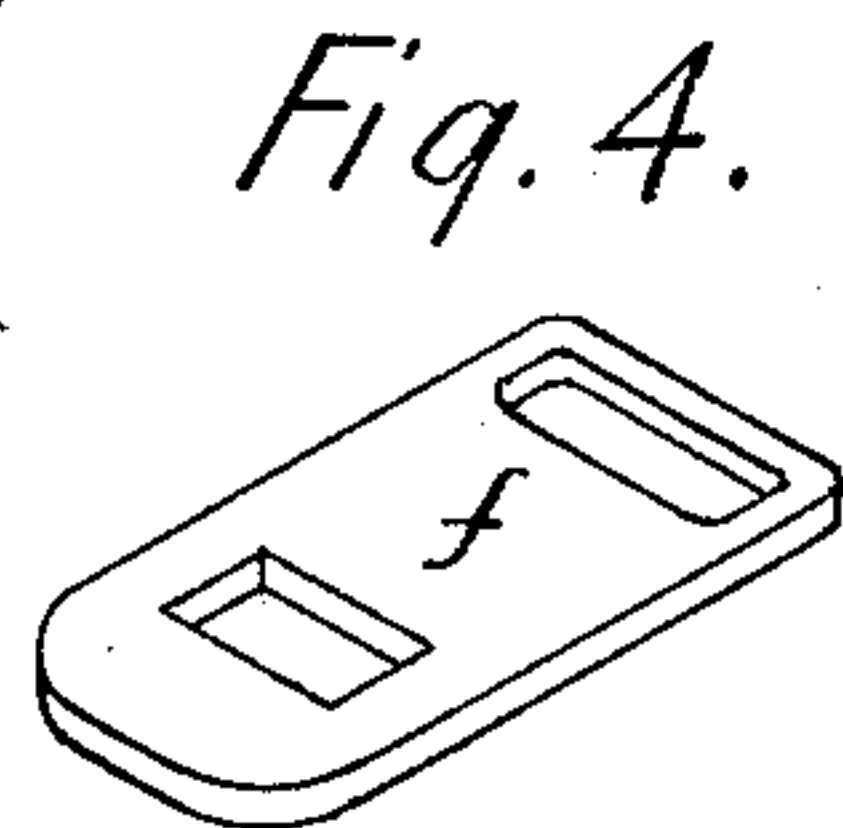
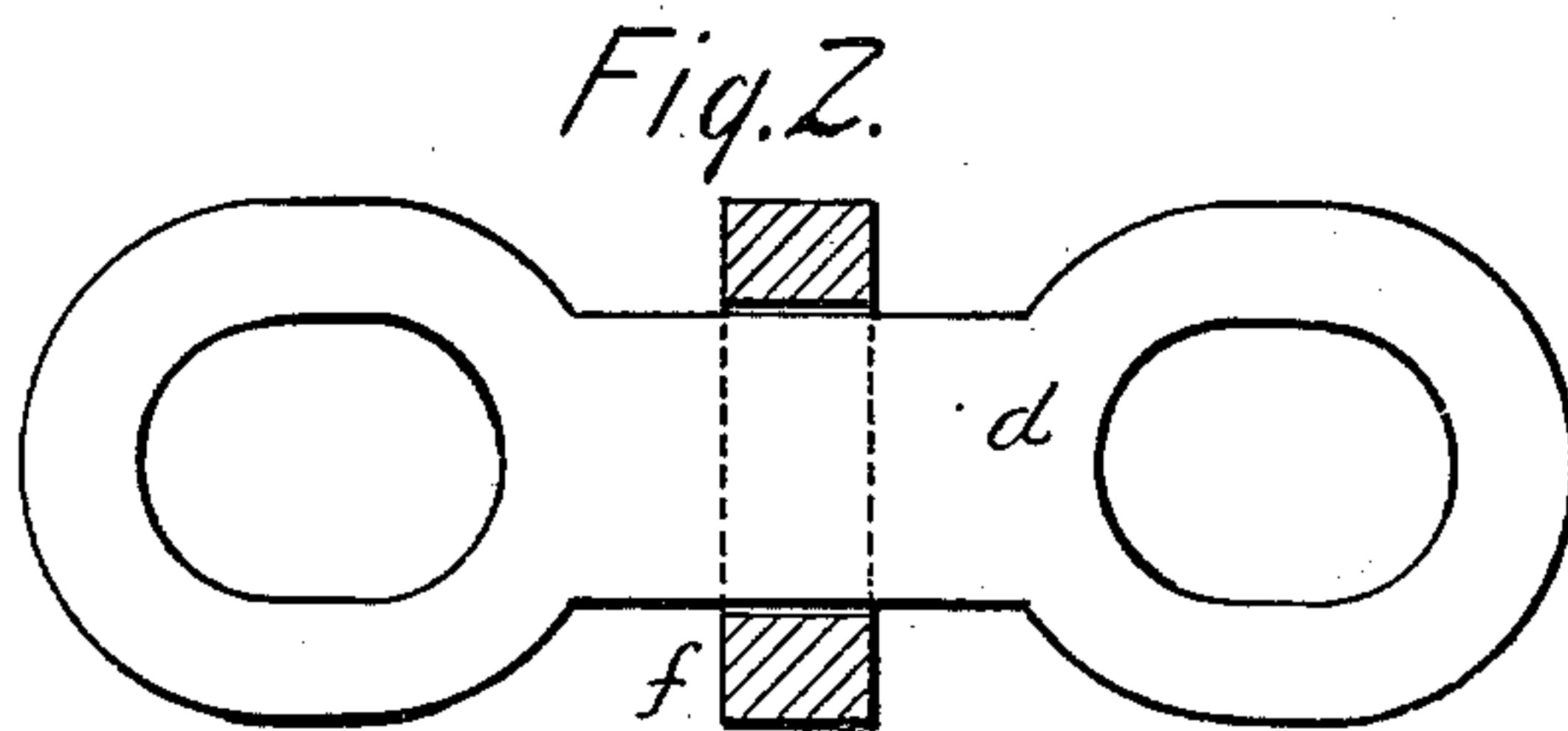
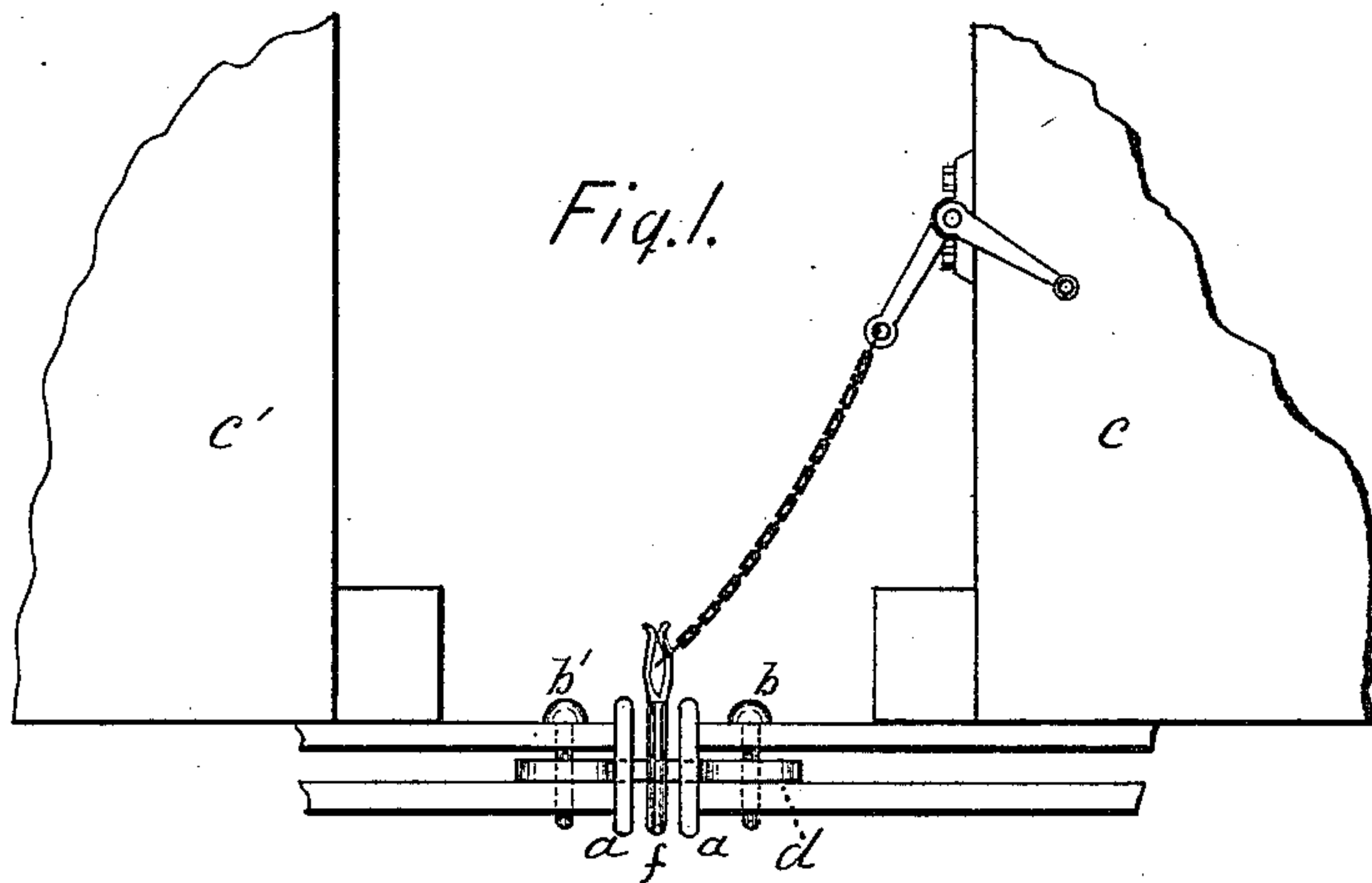
(No Model.)

J. E. BRONSON.

CAR COUPLING.

No. 259,358.

Patented June 13, 1882.



Attests.

H. F. Willson.
J. E. Bronson

Inventor.

J. E. Bronson

UNITED STATES PATENT OFFICE.

JAMES E. BRONSON, OF ELYRIA, OHIO, ASSIGNOR TO HIMSELF, THADDEUS H. ROWLAND, AND FRANK H. BRONSON, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 259,358, dated June 13, 1882.

Application filed March 1, 1881. Renewed April 19, 1882. (No model.)

To all whom it may concern:

Be it known that I, JAMES E. BRONSON, a citizen of the United States, residing at Elyria, in the county of Lorain and State of Ohio, have invented a new and useful Improvement in Railroad-Car Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings where a link is used; and the object is, first, to so construct the coupling-link that it may be held in the desired position in the act of coupling by the hand of the operator with perfect safety; second, to so construct said link and its attachment that it will be convenient to handle, and in no possible contingency be liable to breakage or accident. I attain these objects by mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation. Fig. 2 is a detached plan view of the link and a horizontal section of the holding-plate. Fig. 3 is a vertical section of one of the draw-heads, also of the holding-plate which clasps the link. The remainder of the view is in elevation. Fig. 4 is a perspective view of the holding-plate.

Similar letters refer to similar parts throughout the several views.

The draw-heads *a a'*, their pins *b b'*, and the broken portions of the cars *c c'* constitute the parts to which my invention is applied. The link *d* is constructed in the form seen in Fig. 2, it being of a suitable length and size to fit any draw-head. The center is depressed on the sides, so as to admit and hold a plate, *f*. Said plate has through it a rectangular mortise which fits loosely over the depressed portion of the link *d*, as seen in Figs. 2 and 3. Said plate *f* at its upper end is provided with a suitable handle, by which it may be grasped

and held in position, said handle being above the draw-head.

The operation of my improved coupling-link is as follows: One end of link *d* is inserted in the ordinary way in the draw-head of the stationary car, and is secured there by pin *b*. The operator then grasps plate *f* by the handle and raises or lowers the same to the proper position to adjust the outer end of the link, so as to enable it to enter the draw-head of the opposite car, thus enabling him to make a successful coupling without the least liability of accident to his hand, which is always above the draw-heads.

Said plate *f* is fitted loosely over the depressed portion of the link, in order to allow it a considerable degree of adjustability to the angle of inclination of the link where draw-heads are of different heights, while the plate retains a vertical position at the moment of receiving the shock, and also to allow the plate to adjust itself to any possible contingency that may arise at the moment of impingement of the draw-heads. This last condition is absolutely necessary from the great diversity of forms and heights of draw-heads in use. An attachment may be made to the cars similar to that seen in Fig. 1, which would enable the operator to stand entirely outside the cars.

What I claim as new, and desire to secure by Letters Patent, is—

The combination of the link *d* and plate *f*, the same being constructed in the manner and for the purpose substantially as described.

J. E. BRONSON.

Witnesses:

H. F. WILLSON,
F. E. BRONSON.