

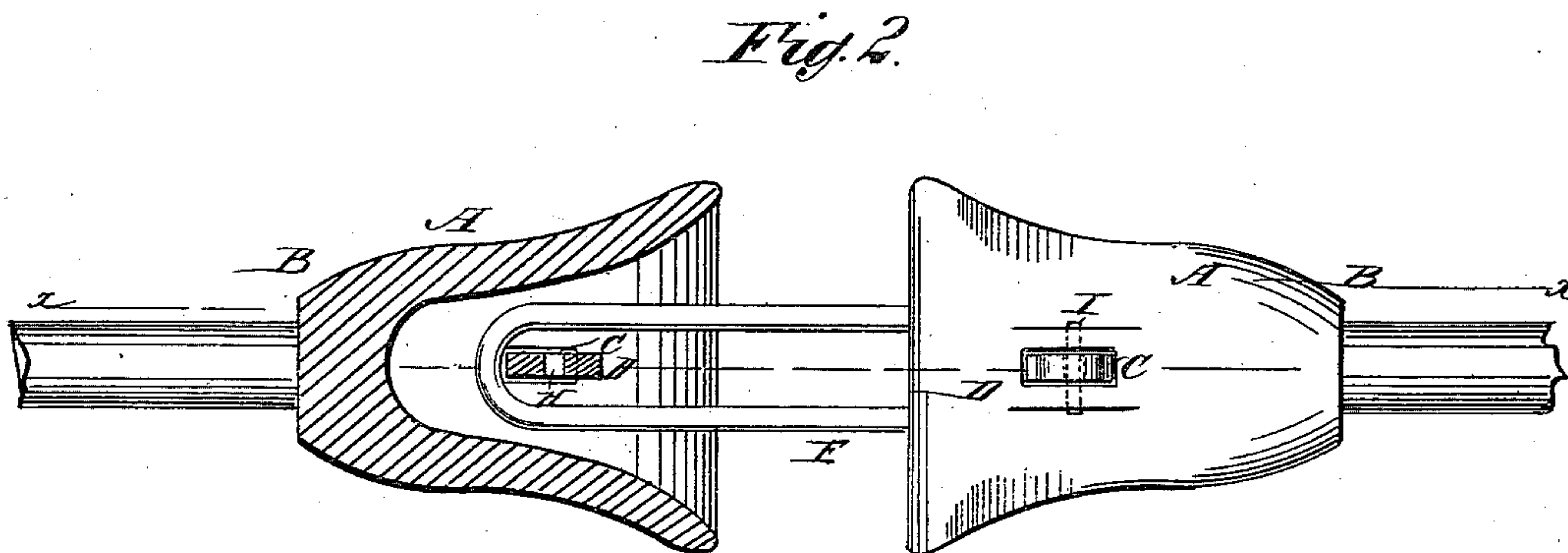
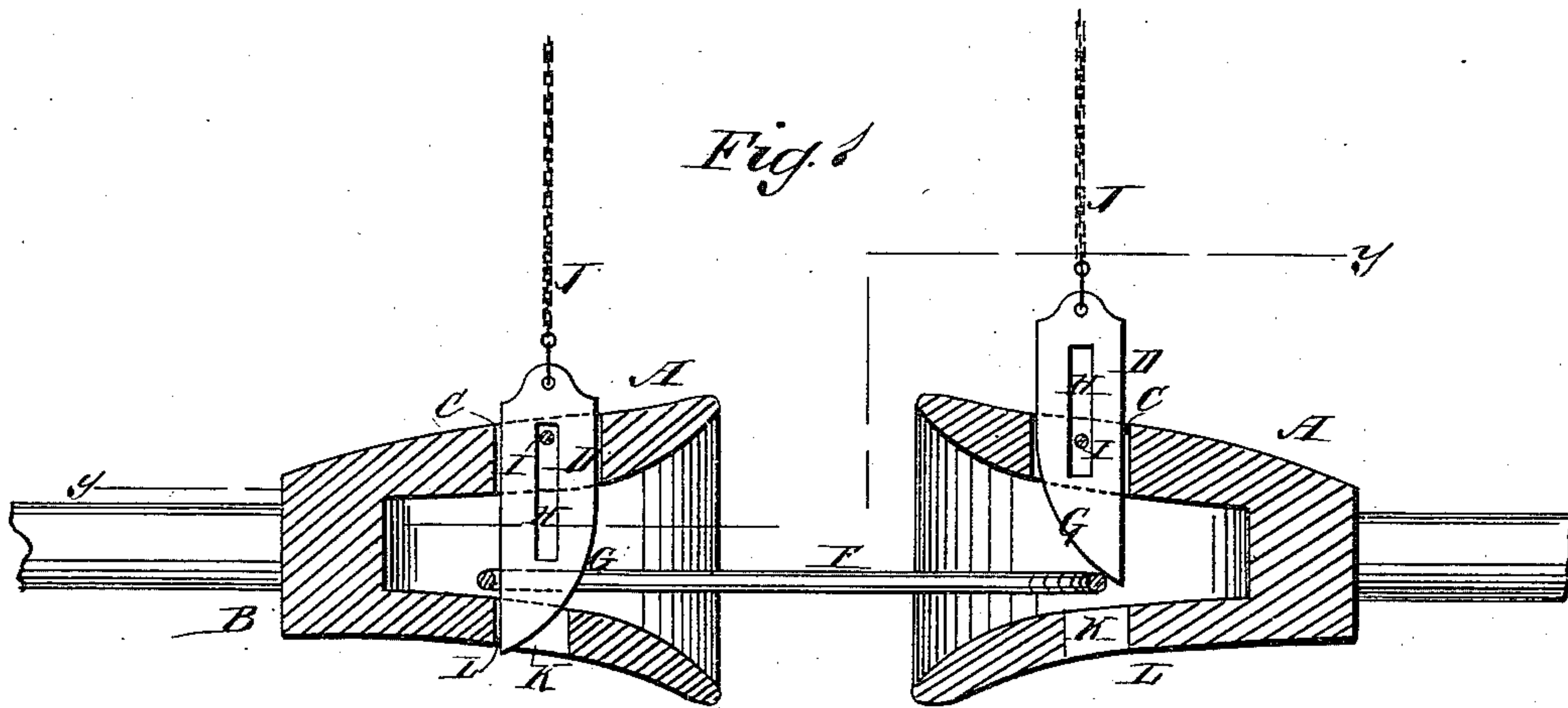
(No Model.)

E. A. CONVERSE & N. T. GRIFFIN.

CAR COUPLING.

No. 259,502.

Patented June 13, 1882.



WITNESSES:

Francis Mc Ardle
C. Sedgwick

INVENTOR:

E. A. Converse
N. T. Griffin

BY

Mum Ho

ATTORNEYS.

UNITED STATES PATENT OFFICE.

ELMER A. CONVERSE AND NATHANIEL T. GRIFFIN, OF MONTICELLO, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 259,502, dated June 13, 1882.

Application filed April 18, 1882. (No model.)

To all whom it may concern:

Be it known that we, ELMER A. CONVERSE and NATHANIEL T. GRIFFIN, of Monticello, in the county of Van Wert and State of Ohio, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

This improvement in car-couplings consists of a contrivance of the coupling-pin so that the link will raise it automatically and couple self-actingly when the cars come together, the object being to avoid the dangers of going between the cars for coupling them in the ordinary way, as hereinafter described.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a longitudinal sectional elevation of our improved car-coupling on line *xx*, Fig. 2; and Fig. 2 is a horizontal section of one of the draw-bars and plan view of the other, the section being taken on line *yy* of Fig. 1.

A represents the heads of the draw-bars, which are similar to those of ordinary use, except that we prefer to make them a little longer from the front ends to the shoulder B than usual, and we make the oblong mortises C for the coupling-pins D, instead of the round hole of the usual form. Instead of using round pins we employ broad flat plates, as shown, setting them edgewise to the links F, and making the curved form of the lower ends so that when the end of the link strikes said curved edges it will force the pins up, and thus couple the cars by

the mere contact of the two cars together, and thereby avoid the dangerous practice of going between the cars to hold up the pin and drop it by hand.

The pins are constructed with a slot, H, and secured against being thrust out of the draw-bars by a pin, I, fitted on the upper side of the draw-head and through the slot H.

For box-cars the coupling-pins may have a chain, J, extending to the top for pulling the pins up to uncouple the cars, and for flat cars a lever extending from the side of the car may be used, the inner end being coupled to the pin by the chain.

The pins drop at the points into the holes K in the lower parts of the draw-bars, so as to bear at the back L to prevent bending when the link strikes. The pins draw in the mortises C in the upper sides of the draw-heads for pulling the cars.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

In a car-coupling, the flexibly-suspended plate-pin D, made flat, curved at the front lower edge, and slotted at H, in combination with a draw-bar having a cross-pin, I, in its top slot, and a lower slot of less length than the width of the plate, as shown and described.

ELMER A. CONVERSE.
NATHANIEL T. GRIFFIN.

Witnesses:

HIRAM MURLIN,
ED SNYDER.