

(No Model.)

J. WHILE.

MANUFACTURING CAR COUPLING PINS.

No. 273,417.

Patented Mar. 6, 1883.

Fig. 1.

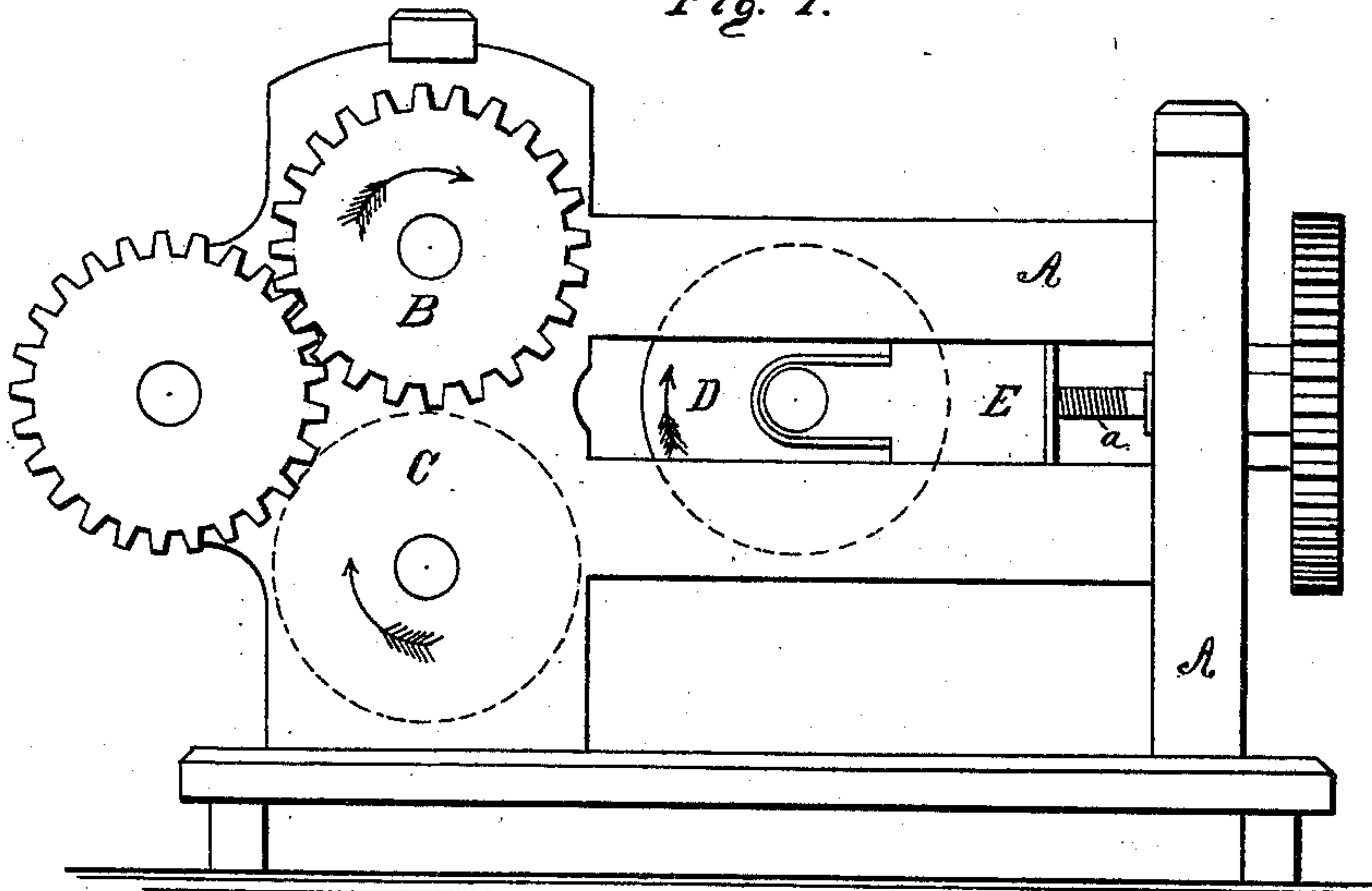


Fig. 3.

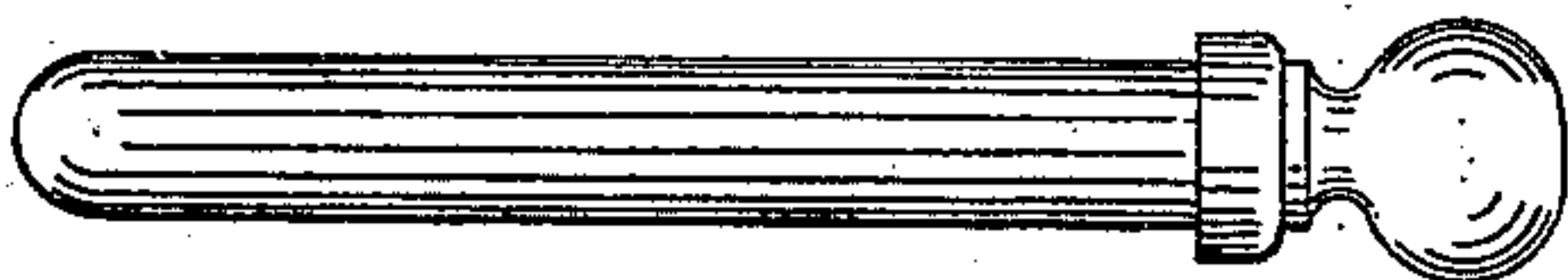


Fig. 4.

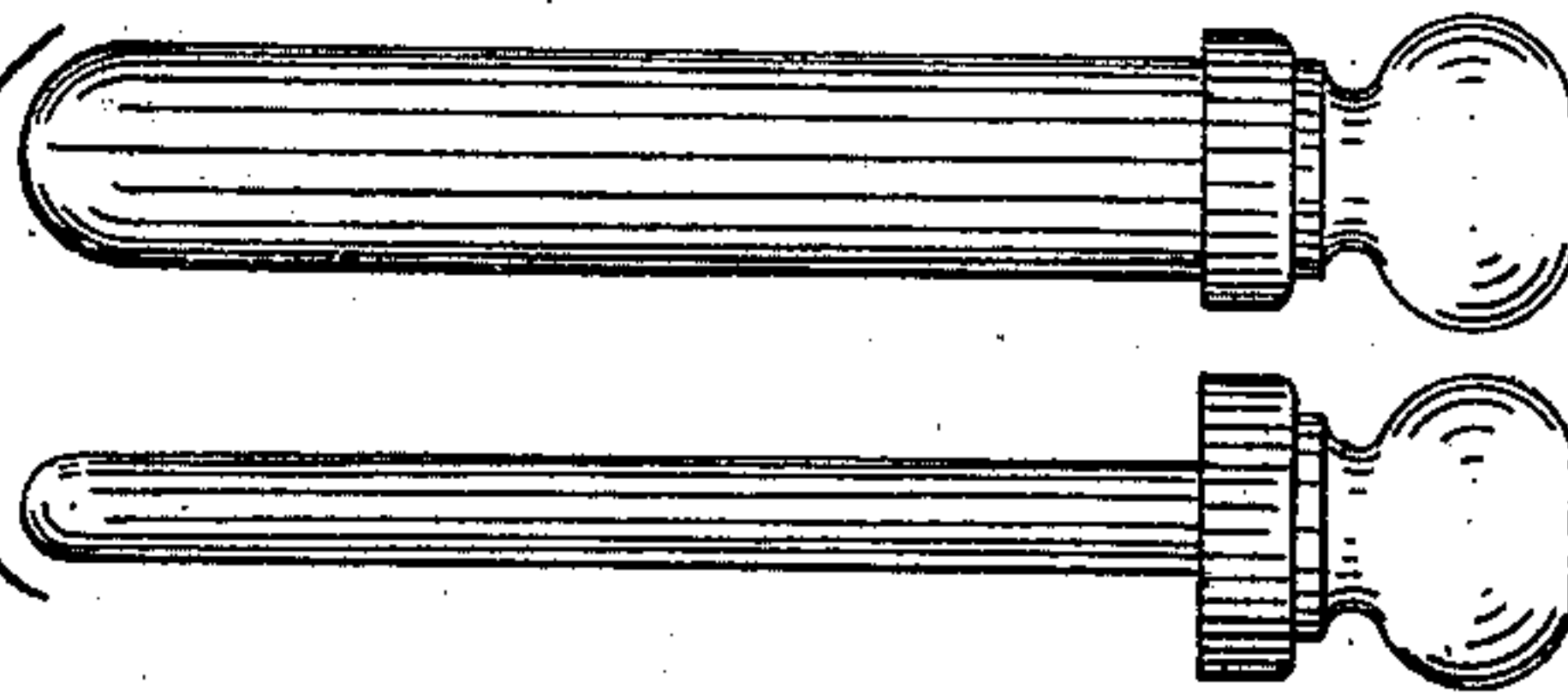
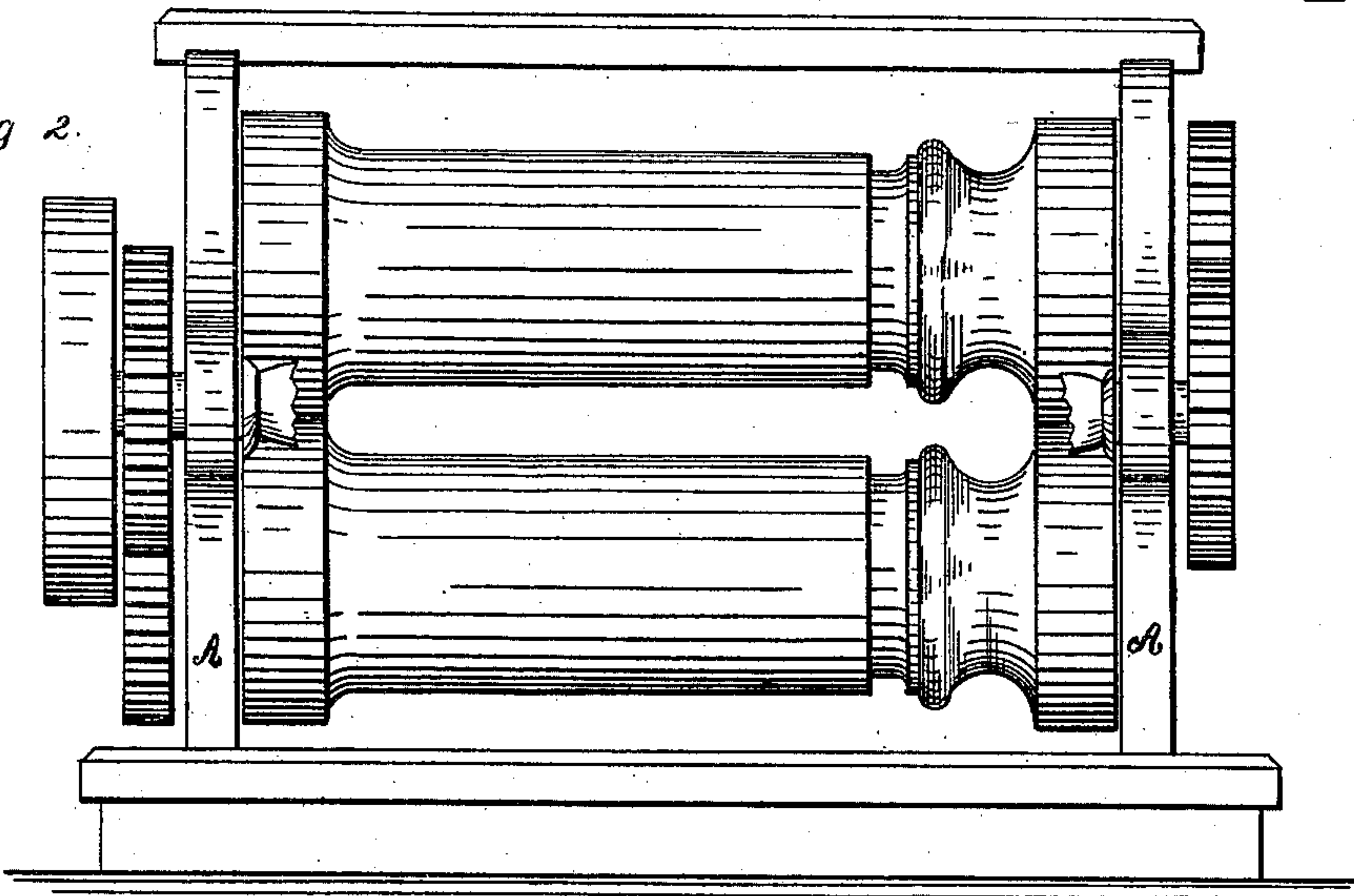


Fig. 2.



WITNESSES

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MANUFACTURING CAR-COUPLING PINS.

SPECIFICATION forming part of Letters Patent No. 273,417, dated March 6, 1883.

Application filed November 1, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH WHILE, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Manufacturing Car-Coupling Pins; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to car-coupling pins; and it consists in the peculiar manner of manufacturing the same, as will be hereinafter fully set forth and claimed.

In the drawings, Figure 1 is a side elevation of one form of machine used to manufacture the pins. Fig. 2 is an end view of the same, showing the preferred manner of grooving the rolls. Fig. 3 shows a pin after having passed through the rolls, and Fig. 4 illustrates a finished flat pin with rounded edges.

A is a suitable frame, the same being provided preferably with three rolls, B, C, and D. The rolls B and C are geared together in such a manner that they revolve in the same direction, as indicated by the arrow, Fig. 1.

The roll D is adjustable and provided with two movable or sliding bearings, E, one on each side of the roll D, preferably operated by means of screws *a* and suitable gearing so connected that both ends of the roll D are moved the same distance.

The rolls B, C, and D are grooved, as shown in Fig. 2—viz., to conform to the shape of the pin intended to be made.

My process is as follows: I take a piece of

metal, somewhat larger in diameter and shorter than the pin is to be. This metal—preferably iron or steel—is subjected to heat until it has become sufficiently hot. It is then dropped lengthwise between the rolls B and D, and the roll B acts to draw it down until it comes in contact with the roll C. The roll D is now fed up until the pin is drawn to the desired shape. After the pin is rolled to the desired shape the roll D is caused to move back and the pin falls to the floor or any suitable receptacle beneath the machine. During the process of rolling I prefer to cause water to fall on the heated metal, and thus produce a better finish and a tougher or stronger pin.

The foregoing process is all that is necessary to make a round pin or a pin with a cylindrical shank. (See Fig. 3.)

When it is desired to make a flat pin, or a pin with a flat shank, it is only necessary to flatten out the shank by means of a drop or trip hammer, or any other suitable device, and thus a pin is formed, as shown in Fig. 4, with flat sides and rounded edges.

What I claim is—

The method of manufacturing car-coupling pins, consisting in rolling the metal to form the complete shank and head and shoulder, and then subjecting the shank portion to compression and flattening its opposite sides, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEPH WHILE.

Witnesses:

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