

(Model.)

B. W. HARRY & J. C. KIEFFER.

CAR COUPLING.

No. 277,275.

Patented May 8, 1883.

Fig. 1.

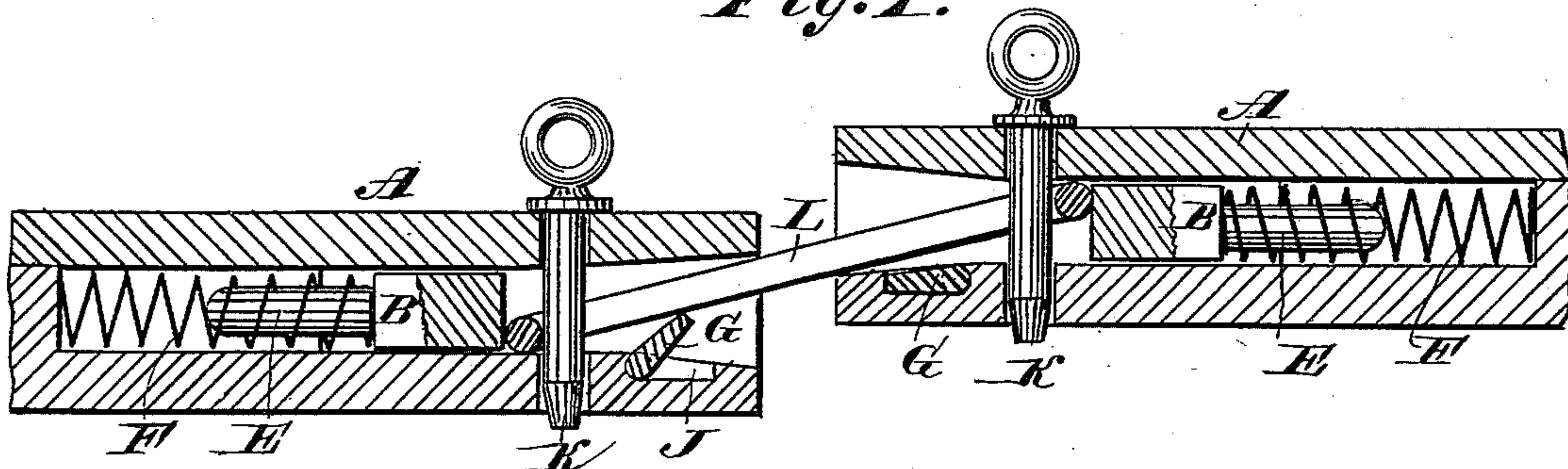


Fig. 2.

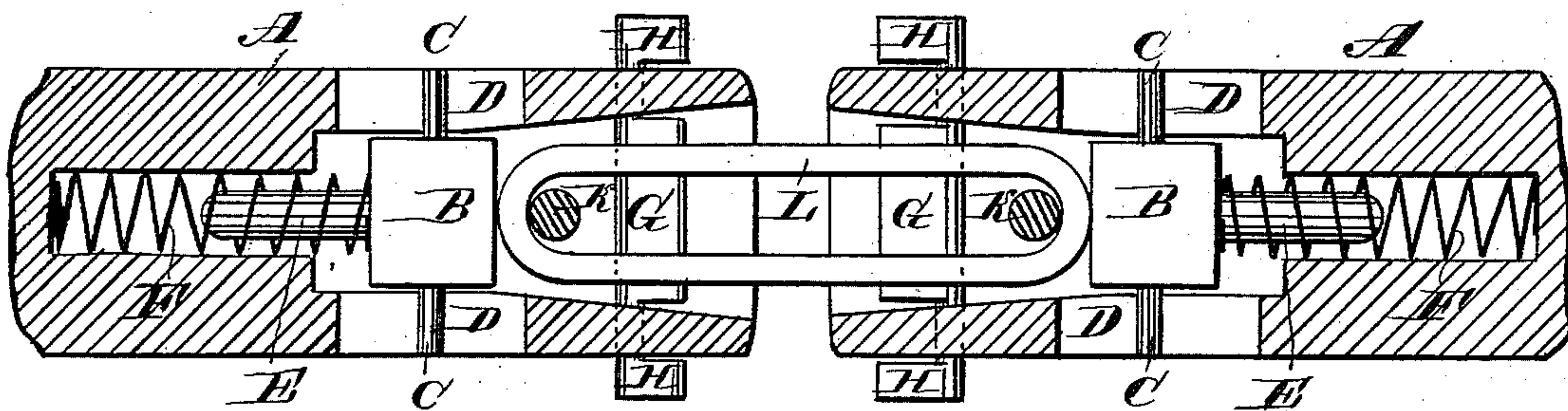
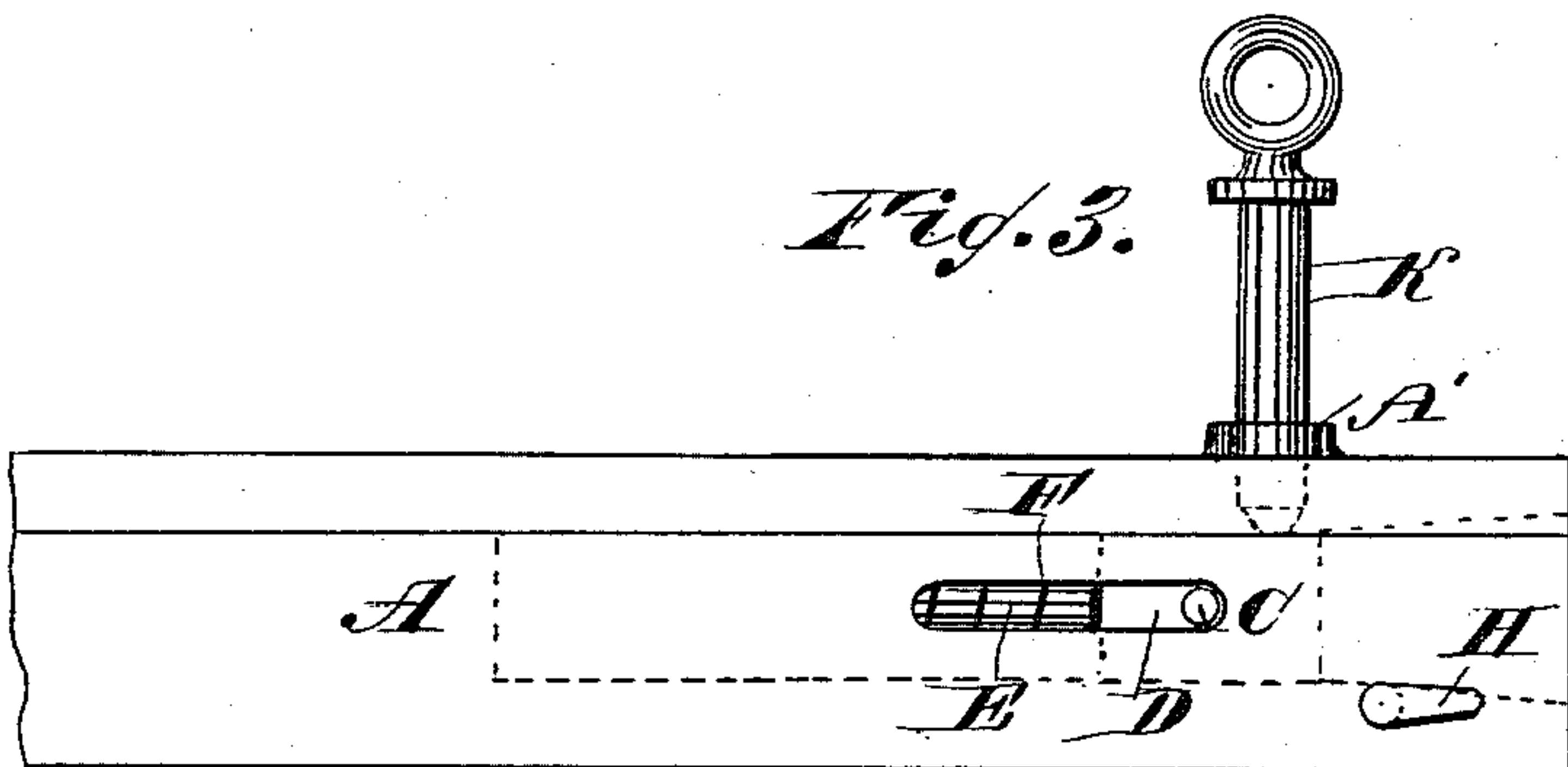


Fig. 3.



WITNESSES:

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BALDWIN W. HARRY AND JOHN C. KIEFFER, OF MILTON CENTRE, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 277,275, dated May 8, 1883.

Application filed February 27, 1883. (Model.)

To all whom it may concern:

Be it known that we, BALDWIN W. HARRY and JOHN C. KIEFFER, of Milton Centre, in the county of Wood and State of Ohio, have
5 invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The object of the invention is to improve a car-coupling, as hereinafter described, and
10 pointed out in the claim.

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

15 Figure 1 is a longitudinal sectional elevation of two draw-heads provided with our improved coupling devices. Fig. 2 is a sectional plan view of the same. Fig. 3 is a longitudinal elevation of one of the draw-heads.

20 The draw-head A contains a longitudinally-sliding block, B, which is provided on each side with a laterally-projecting stud or pintle, C, projecting into longitudinal slots D in the sides of the draw-head. A spindle, E, projects
25 from the rear of the draw-head, and is surrounded by a spiral spring, F, resting against the rear end of the draw-head and against the rear end of the block B, which spring presses the block toward the outer end of the draw-head. A transverse plate, G, is made integral
30 with a shaft extending through the draw-head, and provided at the ends with handle-lugs H, outside of the draw-head. The bottom of the

opening of the draw-head is provided with a recess, J, for receiving the plate G. The plate G is located near the outer end of the draw-head. When the cars are not coupled the block B is pressed forward until it is under the pin-aperture, and the coupling-pin K can rest on the block. When the link enters it pushes the
4 block B back and permits the pin K to drop through the link L and couple the cars automatically. The studs C prevent the block from being pressed too far forward by the spring F and too far back by the link. The link can
4 be raised to be guided into the draw-head by turning the plate G more or less to raise the link. The coupling is very simple in construction, and strong and durable.

For the purpose of steadying the pin K, and for causing it to fall more easily and accurately through the link, an upward extension of the pin-hole will be formed by a collar, A', on the upper side of the draw-head, as shown in Fig. 3.

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

A car-coupling buffer-block and pin-holder, B, having the studs C C E projecting from the sides and rear end thereof, whereby it may be used as described.

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Witnesses:

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