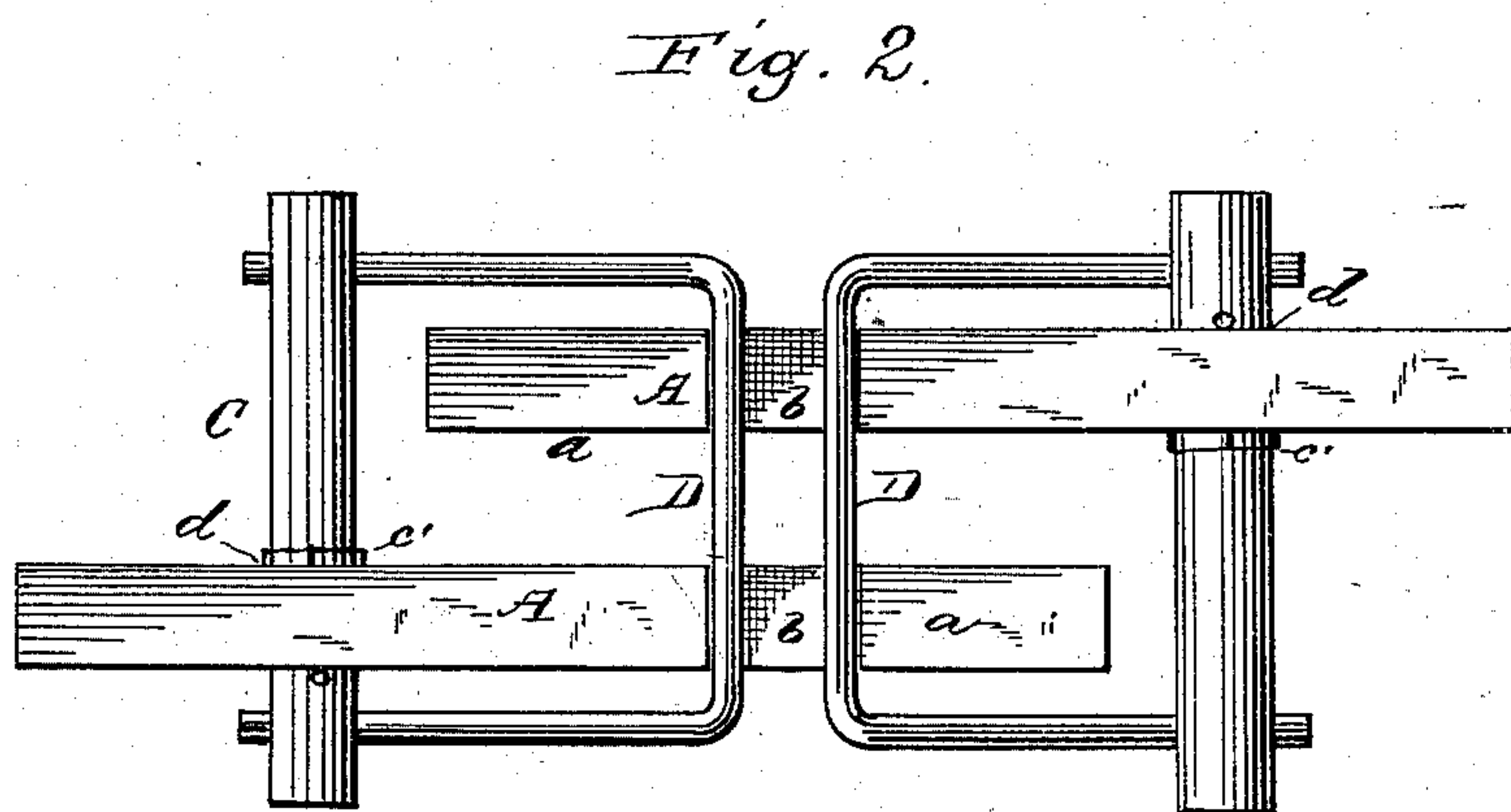
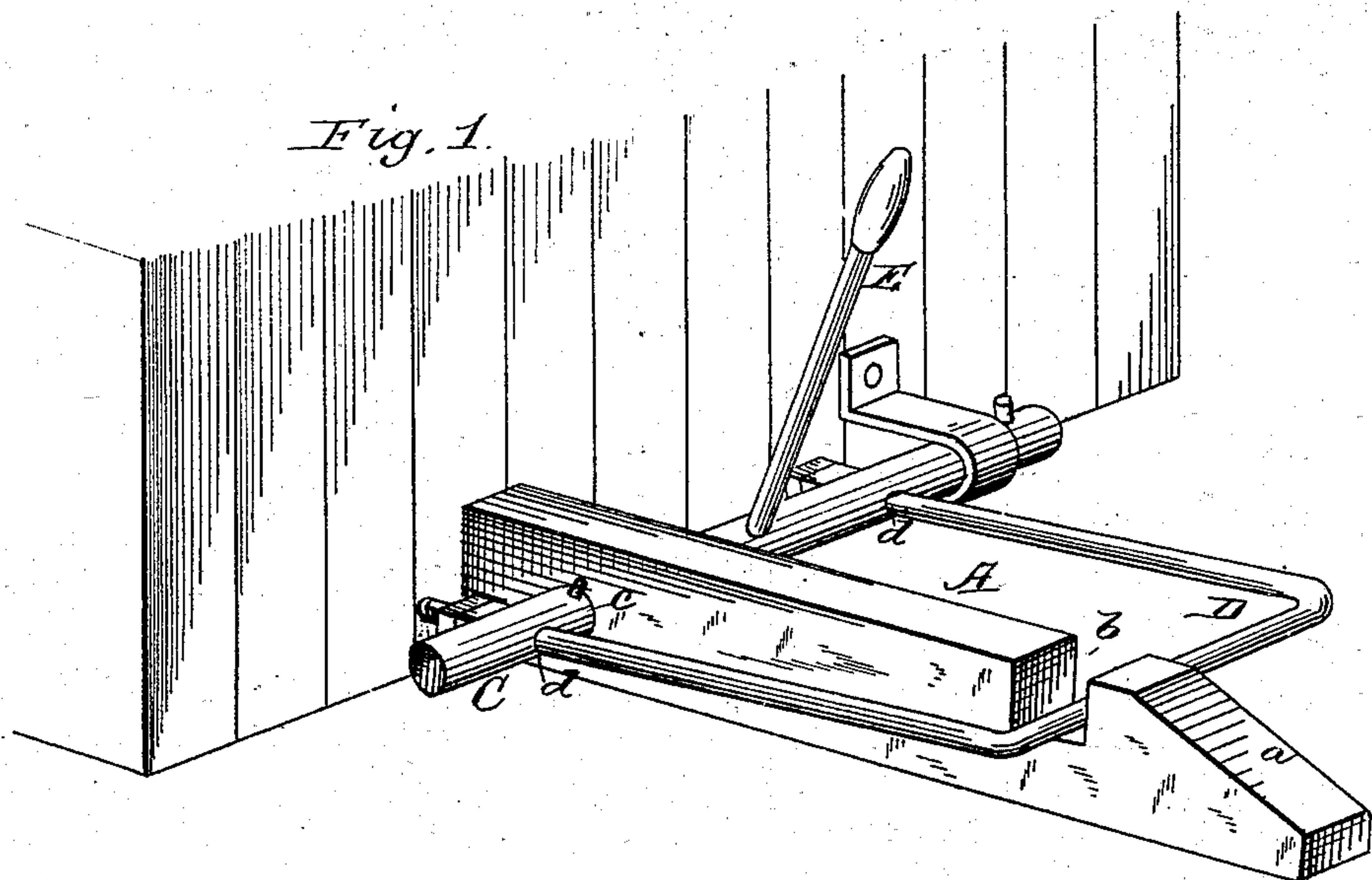


(No. Model.)

A. A. STETSON.
CAR COUPLING.

No. 282,397.

Patented July 31, 1883.



WITNESSES

W. Johnson
H. H. Taylor

Inventor

Andrew A. Stetson

George L. Davis

Attorney

UNITED STATES PATENT OFFICE.

ANDREW A. STETSON, OF FLORIDA, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 282,397, dated July 31, 1883.

Application filed May 17, 1883. (No model.)

To all whom it may concern:

Be it known that I, ANDREW A. STETSON, a citizen of the United States of America, residing at Florida, in the county of Monroe and State of Missouri, have invented certain new and useful Improvements in Car-Couplers; 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplers; and it consists in the construction and arrangement of the parts, as will be hereinafter set forth, and pointed out in the claims.

In the annexed drawings, which illustrate my invention, Figure 1 is a perspective view, and Fig. 2 is a plan view.

A represents the draw-bars, which are cut away or tapered at their ends, so as to provide an inclined way, *a*, in the rear of which is formed a depression, *b*, having vertical front and rear walls. This draw-head is composed preferably of a single bar of rectangular metal, which is of greater height than width. Rear of the depression *b* in the draw-head A is a circular opening, *c*, in which is secured a transverse arm or shaft, C, which projects farther on one side of the draw-head than on the other, as shown in Fig. 2 of the annexed drawings.

One end of this transverse bar C is rectangular in shape, so as to provide shoulders *c'* adjacent to the draw-bar. On the side of the draw-head A opposite this shoulder *c'* is provided a suitable means—as a pin—for securing said shaft to the draw-bar, so as to prevent lateral displacement. The ends of this shaft C are perforated, as shown at *d*, for the reception of a coupling-link, which consists of a single bar of metal, D, the ends of which are secured in the perforations *d*, the central portion of this link being bent as shown, so as to lie within the recess *b* of the draw-bar. Attached to this transverse bar C is a suitable lever, E, which is inclined slightly forward, so as to balance and give increased weight to the link D

and more securely hold the same in position when the cars are coupled together. This lever is also intended to afford a ready means for uncoupling the cars or raising the link D.

It will be seen by this invention, which is extremely simple in construction, that the cars will couple automatically and the link D will be prevented from falling beneath the draw-bars, as the same will rest within the depression *b*, and it will also be noticed that as these draw-bars and attachments are similar on each car, a double coupling will be provided—that is, each of the links D D will lie within the depressions *b b*.

I am aware that prior to my invention car-couplings have been constructed in which are employed draw-heads provided with inclined ends and depressions within which lie the connecting-links; also that it is not broadly new to provide a lever to hold the connecting-links in place by gravity, as shown in Patents Nos. 159,975 and 270,694, and I do not claim such as my invention; but

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

1. In a car-coupling, the combination, with the draw-head A, provided at its outer end with incline *a* and depression *b*, with vertical walls, of the pivoted transverse bar C, provided with link D, and the lever E, attached directly to the bar C, and having its point of gravity forward of the base of said transverse bar, substantially as shown, and for the purpose set forth.

2. In a car-coupling, the draw-head A, constructed as herein described, and provided with forwardly-inclined portion *a* and link-socket *b*, with vertical walls, transverse bar C, and link D, pivoted to the draw-head, and arranged thereon so that the greater portion of the same will be to one side of the draw-head to which it is attached, and provided with an inclined operating-lever, E, attached to the transverse bar C, substantially as shown.

In testimony whereof I affix my signature in presence of two witnesses.

ANDREW A. STETSON.

Witnesses:

J. F. ACORD,

W. H. JOHNSON.