

(No Model.)

J. RADDIN.  
CAR COUPLING.

No. 313,527.

Patented Mar. 10, 1885.

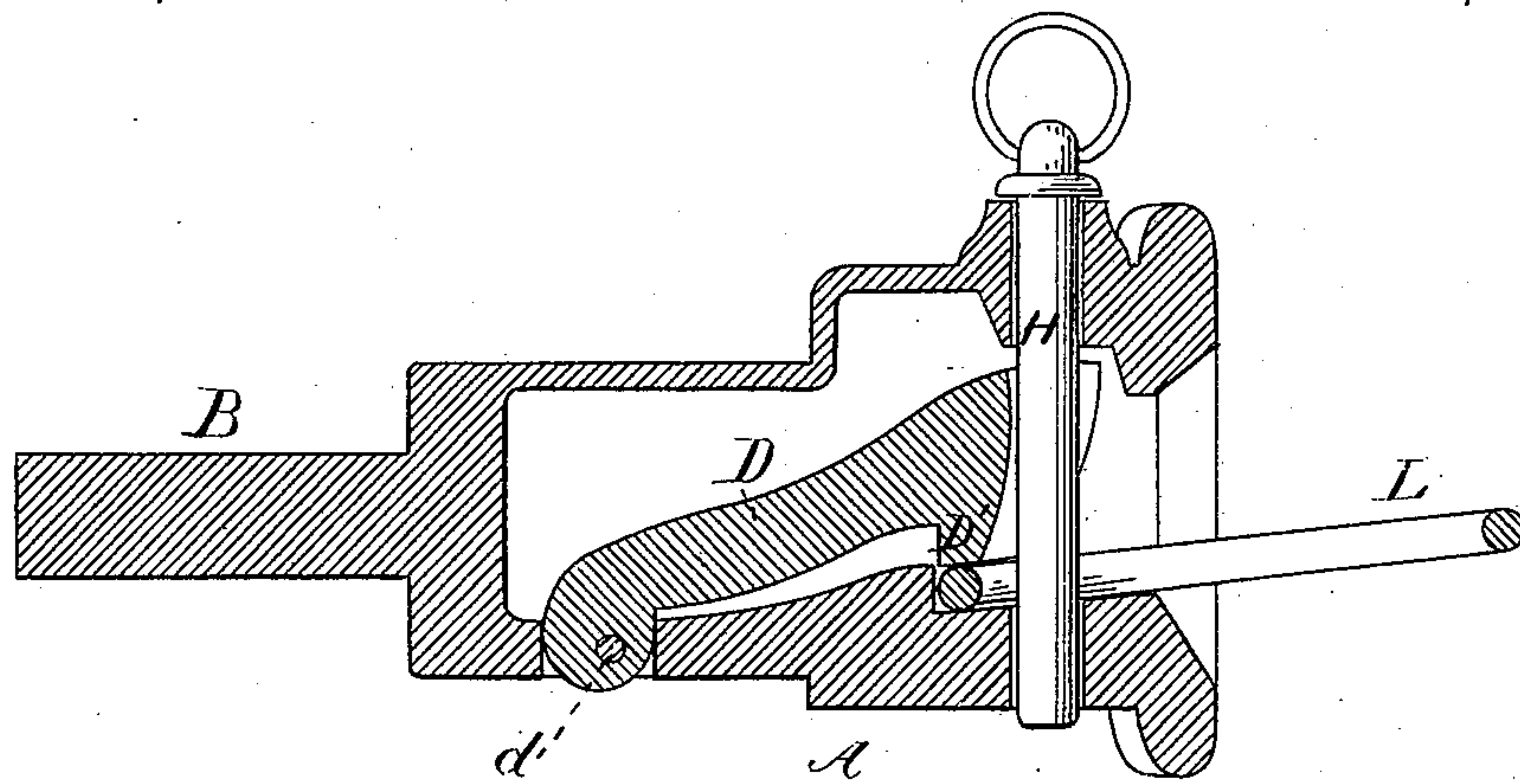


Fig. 1.

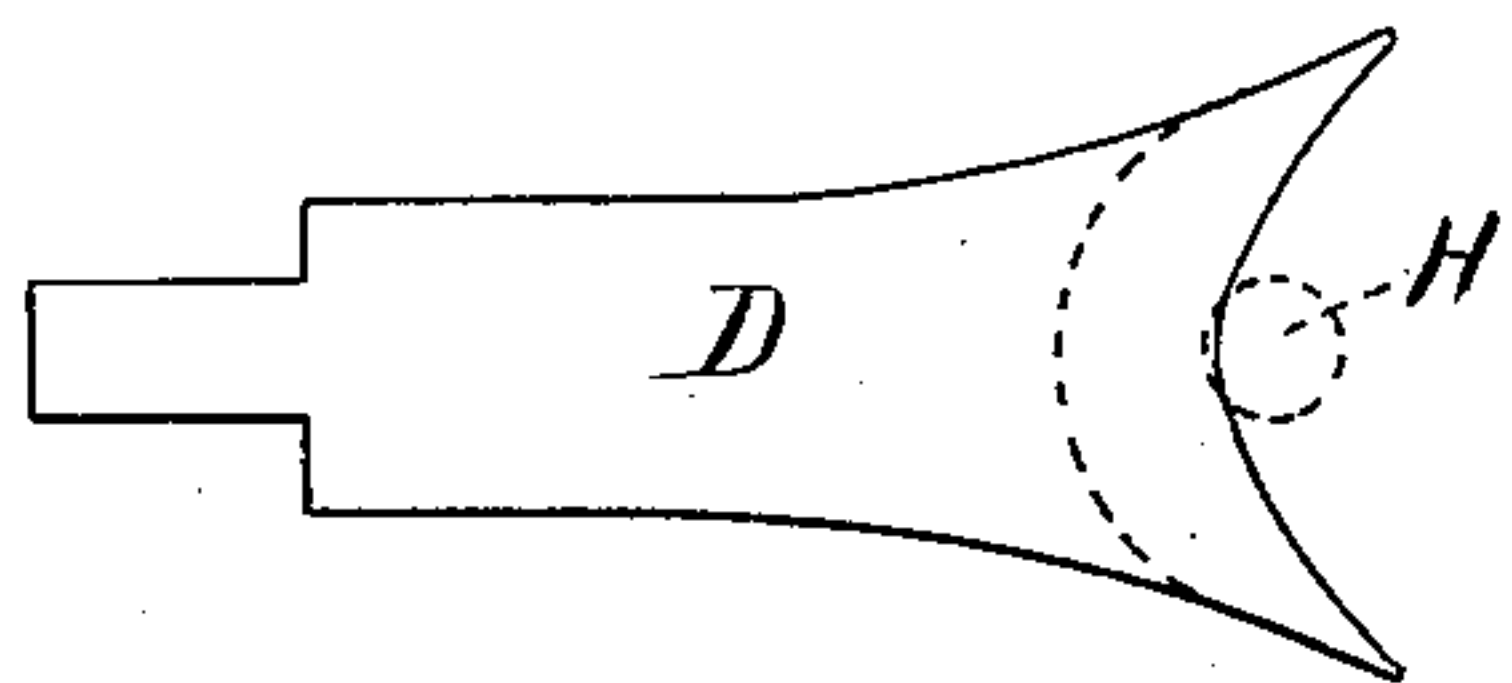


Fig. 3.

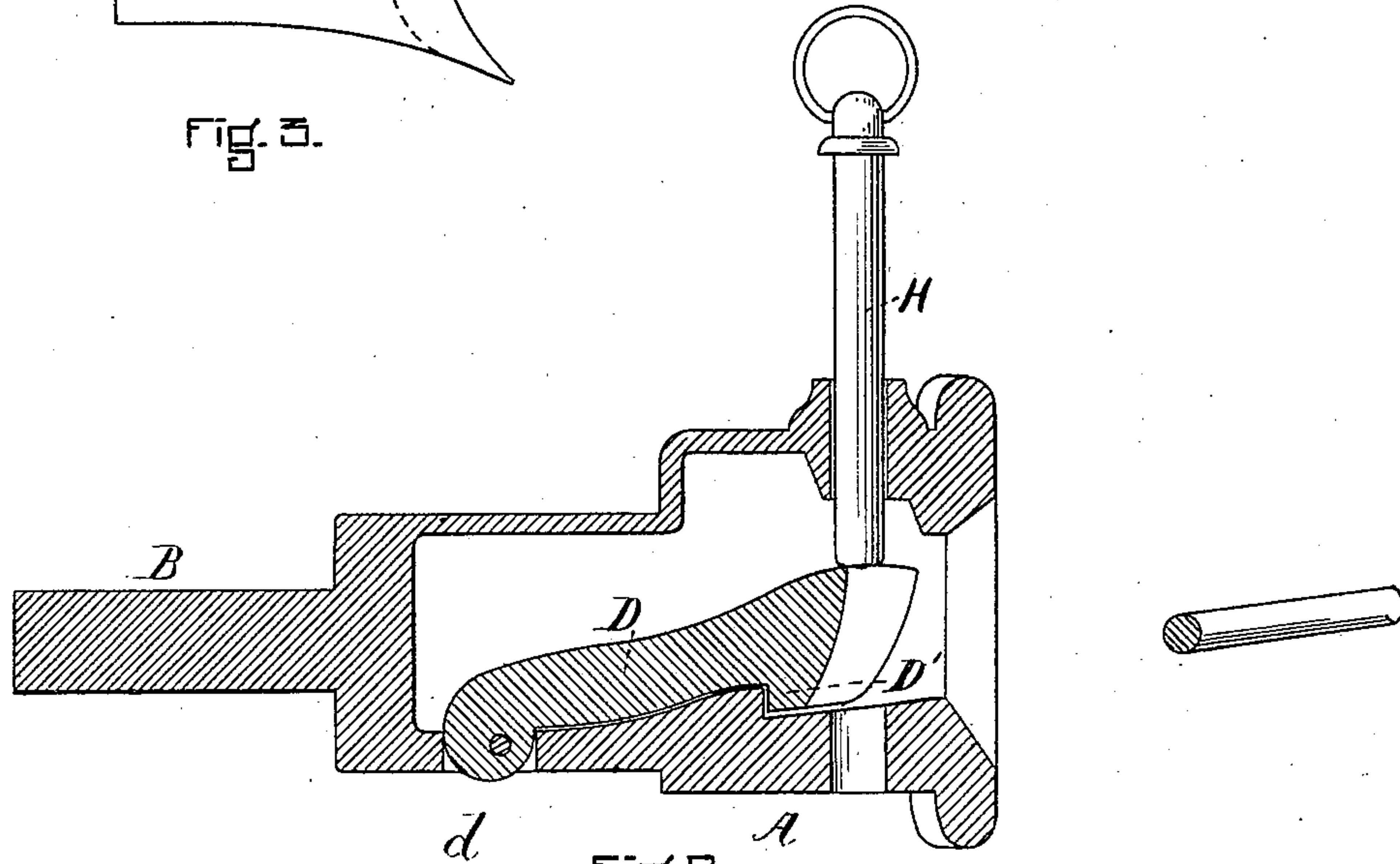


Fig. 2.

WITNESSES.

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# UNITED STATES PATENT OFFICE.

JOHN RADDIN, OF LYNN, MASSACHUSETTS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 313,527, dated March 10, 1885.

Application filed April 28, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN RADDIN, of Lynn, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification.

The object of my invention is to add to the draw-bar of a car a lever which shall serve as a weight for holding the link in an elevated position ready for connection with the next car. This lever also serves as a support for the lower end of the pin to rest upon when the link is not in position. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section of the draw-bar with the pin and link in position. Fig. 2 is a vertical section of the same, the pin being held up and the link out. Fig. 3 is a plan view of the lever-weight.

In the drawings, A represents the draw-bar, the mouth of which is made in the ordinary manner; but the recess back of the pin is enlarged so as to receive the lever-weight D. This lever-weight D is pivoted at *d*. The

shape of the lever-weight D is shown in plan in Fig. 3, the front end being hollowed out and curved, as shown.

The part D', Figs. 1 and 2, is adapted to rest upon the end of the link L and hold it, as shown in Fig. 1. When the link is out, the weight-lever D falls, as shown in Fig. 2, so that the front end projects forward far enough to receive the end of the pin H and hold it up; but when the link L enters it will throw up the weight-lever D, so that its end will pass out from under the pin and allow it to drop.

I claim—

In a car-coupling, the combination of the weight-lever D, the front end of which is hollowed out in horizontal section and curved in vertical section, constructed and pivoted, as shown, with the pin H and link L, all adapted to operate together substantially as described, and for the purpose set forth.

JOHN RADDIN.

Witnesses:

WILLIAM EDSON,  
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