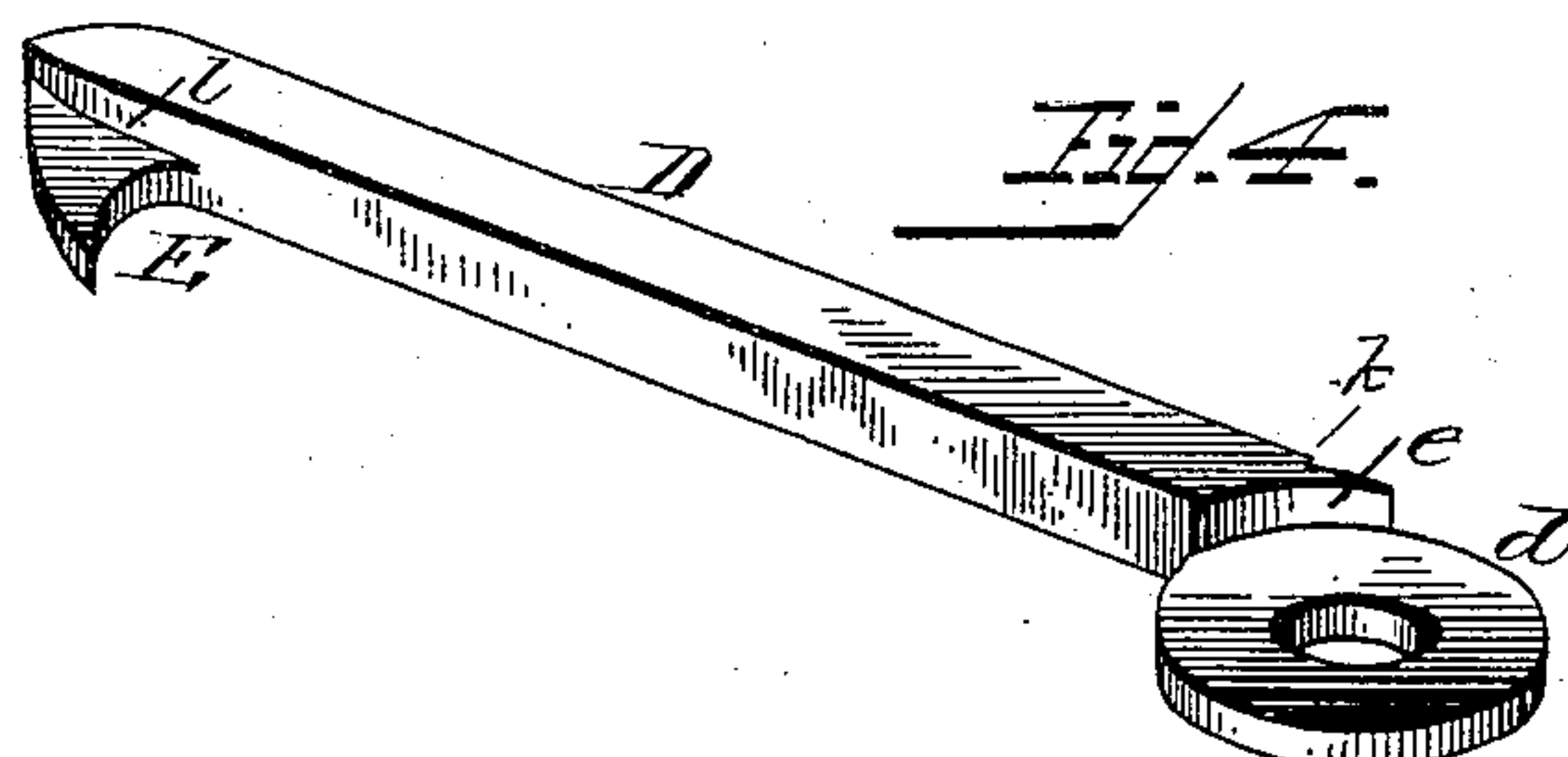
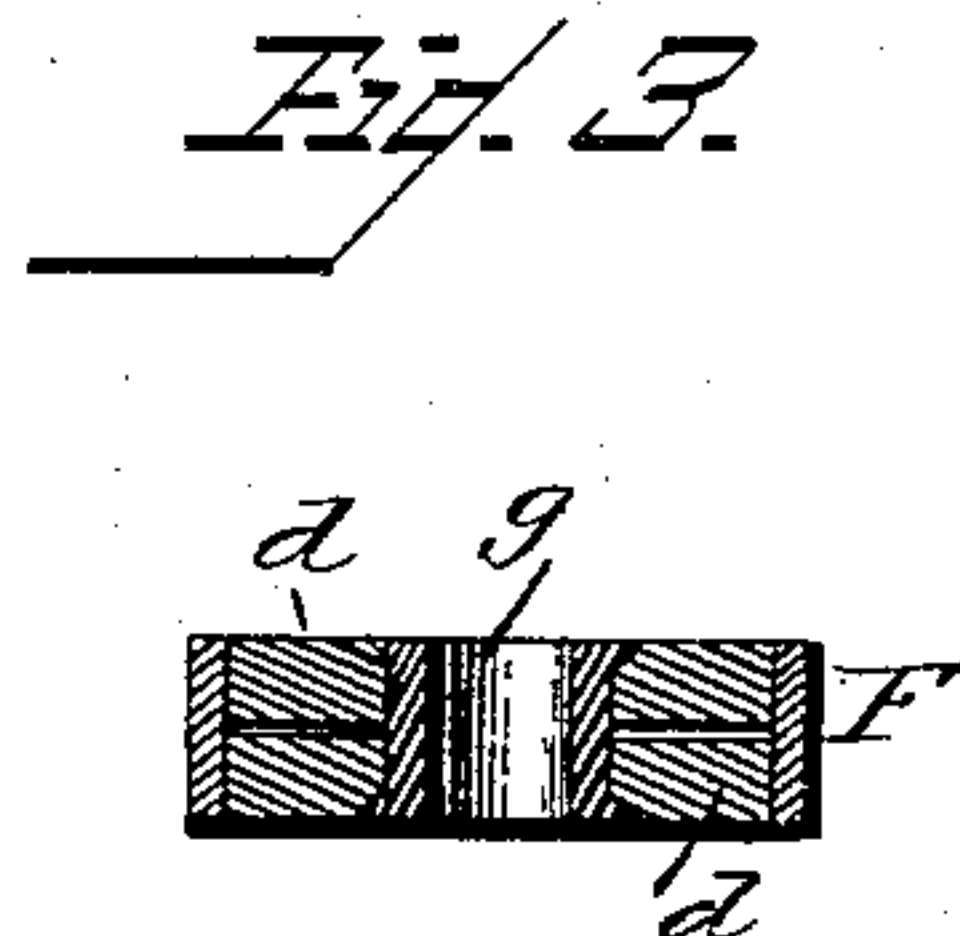
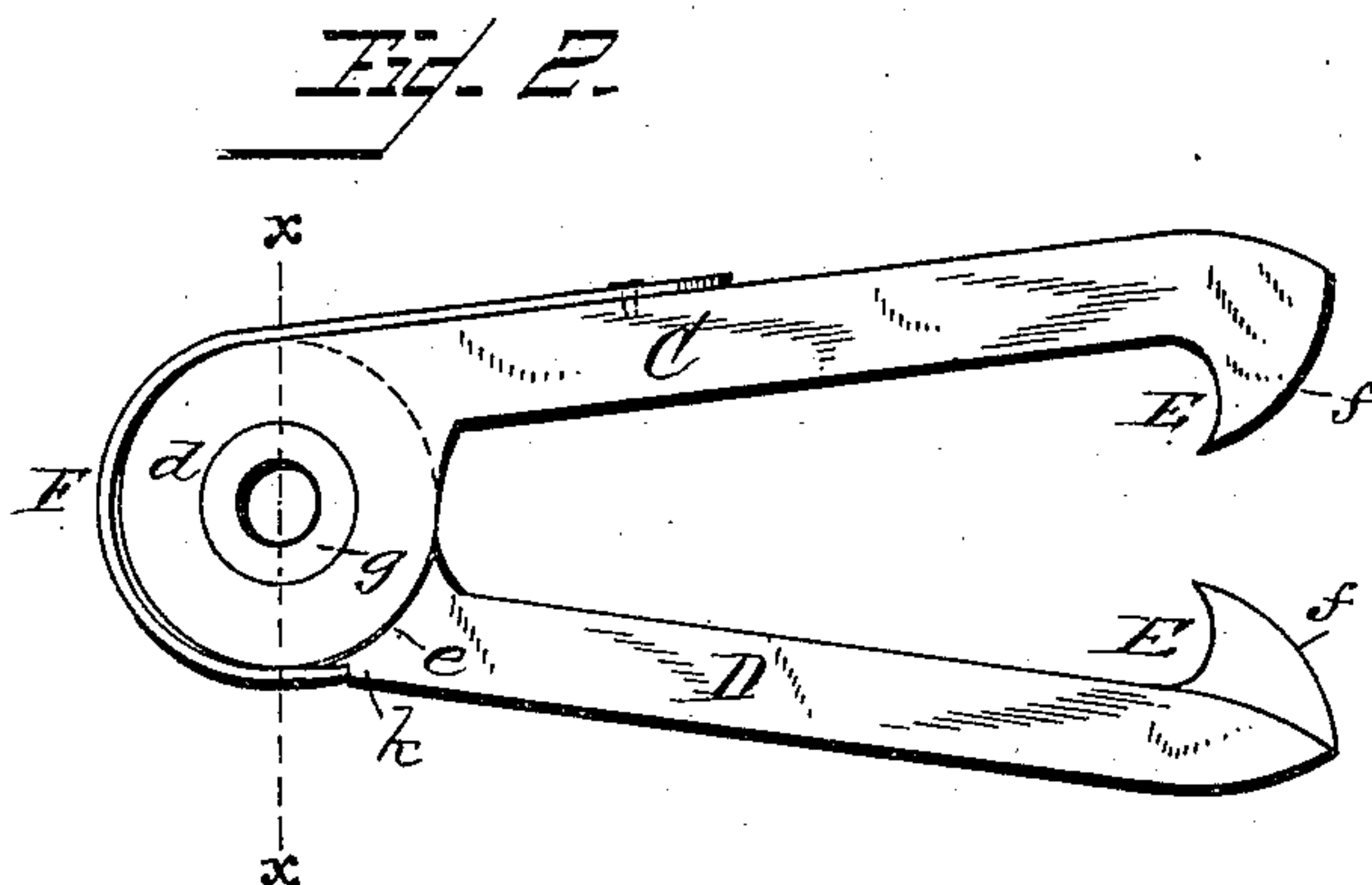
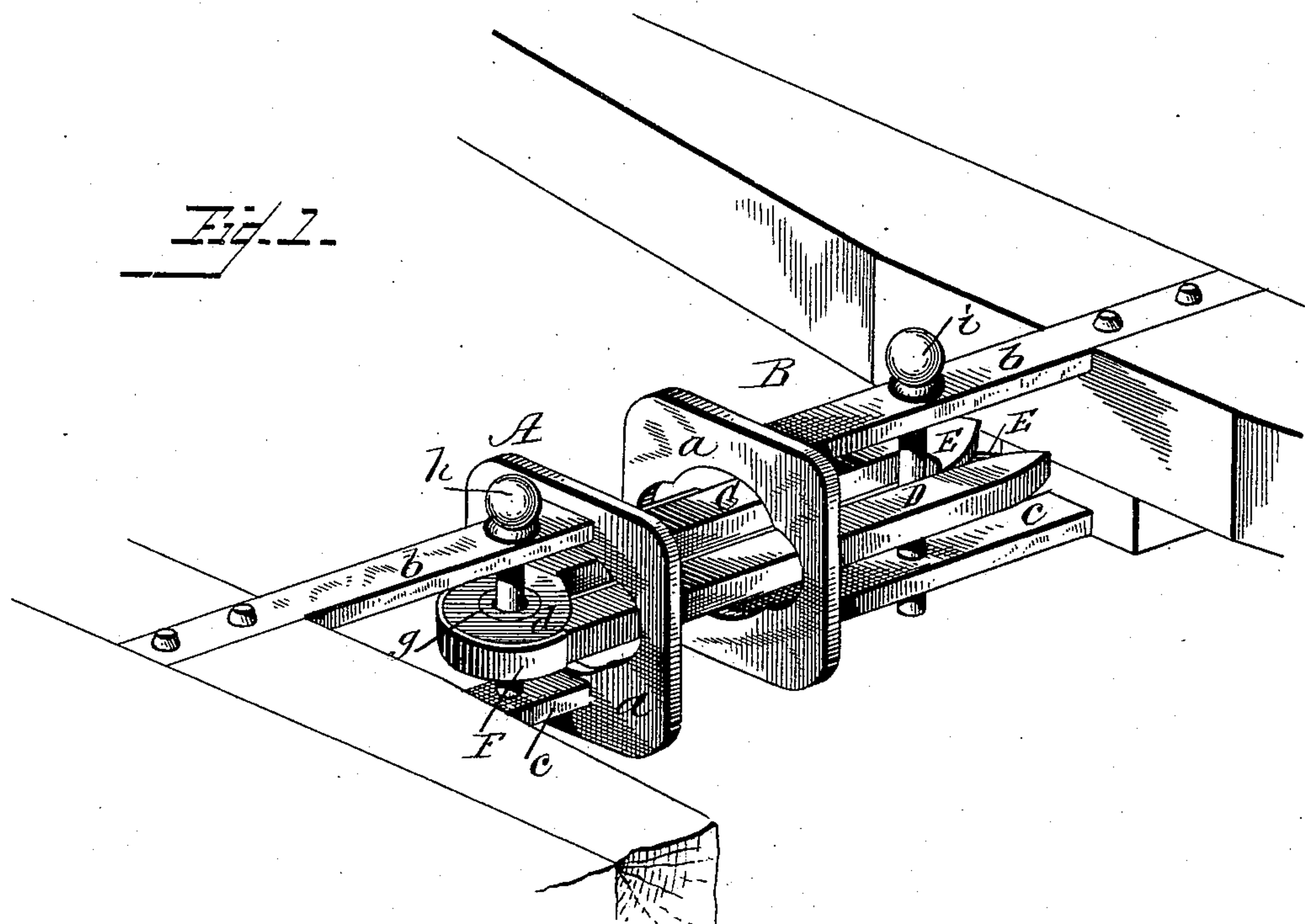


(No Model.)

C. D. MEIGS.  
CAR COUPLING.

No. 326,442.

Patented Sept. 15, 1885.



Witnesses  
*Wm. S. Shelden,*  
*L. L. Miller.*

Inventor  
*Carlos D. Meigs.*  
By *his* Attorney *Chas. H. Fowler*

# UNITED STATES PATENT OFFICE.

CARLOS D. MEIGS, OF AU SABLE FORKS, NEW YORK.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 326,442, dated September 15, 1885.

Application filed July 16, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, CARLOS D. MEIGS, a citizen of the United States, residing at Au Sable Forks, in the county of Essex and State of New York, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of my improved car-coupling; Fig. 2, a plan view of the coupling-link; Fig. 3, a sectional view thereof taken on line *xx* of Fig. 2, and Fig. 4 a detail view in perspective of one of the link-sections.

The present invention has relation to certain new and useful improvements in car-couplings; and it consists in the details of construction, substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A B represent the draw-heads upon the ends of the cars, said draw-heads consisting of the face-plates *a* and bars *b c*, to the outer ends of which the plates are connected. These skeleton draw-heads form a light and durable substitute for the ordinary draw-heads; but I do not desire to be understood as confining myself to the construction above described, as any desirable form of draw-head may be used in connection with my improved coupling-link. This coupling-link consists of two sections or arms, C D, each formed with an eye-plate, *d*, and segmental shouldered guide *e*. The opposite ends of the link sections or arms C D terminate in hooks E, of less thickness than the sections or arms, so as to form shoulders *l* to act as stops for the hooks E, when brought together and upon each other, thereby holding the arms of the link parallel to each other and preventing them from closing too far by the action of the spring. The hooks E have inclined edges *f* to form cams to facilitate opening the link when the hooked ends strike the pin in the opposing draw-head. The eye-plates *d* are pivotally connected to-

gether by a short tubular rivet, *g*, extending through the holes in the eye-plates and afterward upsetting each end of the rivet, as more clearly shown in Fig. 3. A flat spring, F, is secured at one end to the outer edge of the link section or arm C, some distance beyond its pivotal point, said spring being curved to embrace the edge of the eye-plates *d*. The opposite end of the spring F is unattached and perfectly free to move, a shoulder, *k*, being formed on the link section or arm D, against which the free end of the spring abuts when sections or arms are opened. The pins *h i* may be of any of the usual forms, and the pin *i* may have a chain or rope connected to it and extending to the side or top of the car for convenience of withdrawing it in uncoupling the cars.

The spring F, as heretofore described, is attached to the arms at one end only, the opposite end being free to yield when the link is opened. Thus the full action of the spring is secured, with no liability of its snapping or breaking, as would be the case were both ends secured.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a car-coupling, the combination, with suitable draw-heads and coupling-pins, of a coupling-link composed of two sections pivoted together, one end of the sections having eye-plates and shouldered guides, and a spring connected to the link at one end only and its free end extending around the eye-plates and abutting against a shoulder, and the opposite ends of the link-sections having hooks, and shoulders to act as stops for said hooks when overlapping each other, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

CARLOS D. MEIGS.

Witnesses:

A. BOSLEY,  
JAS. R. GRAVES.