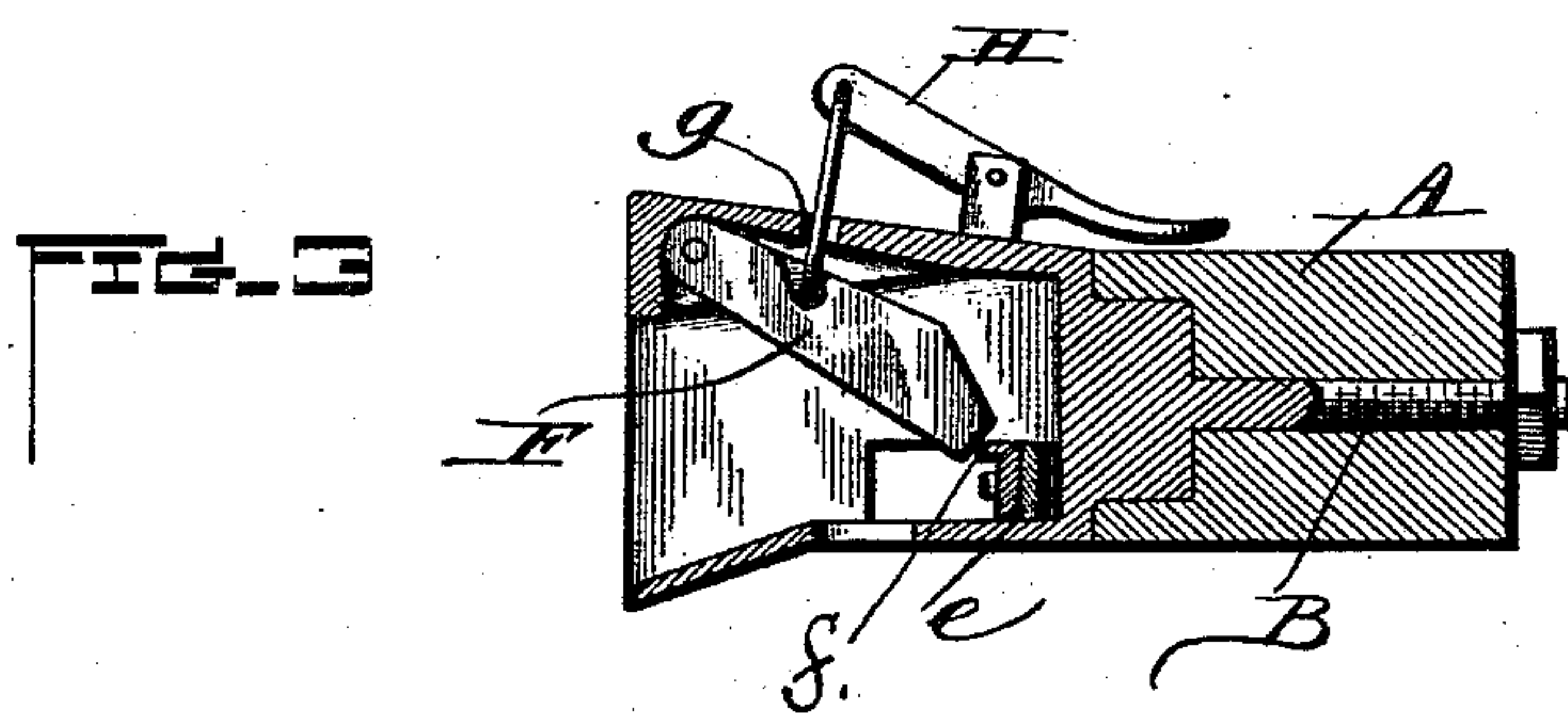
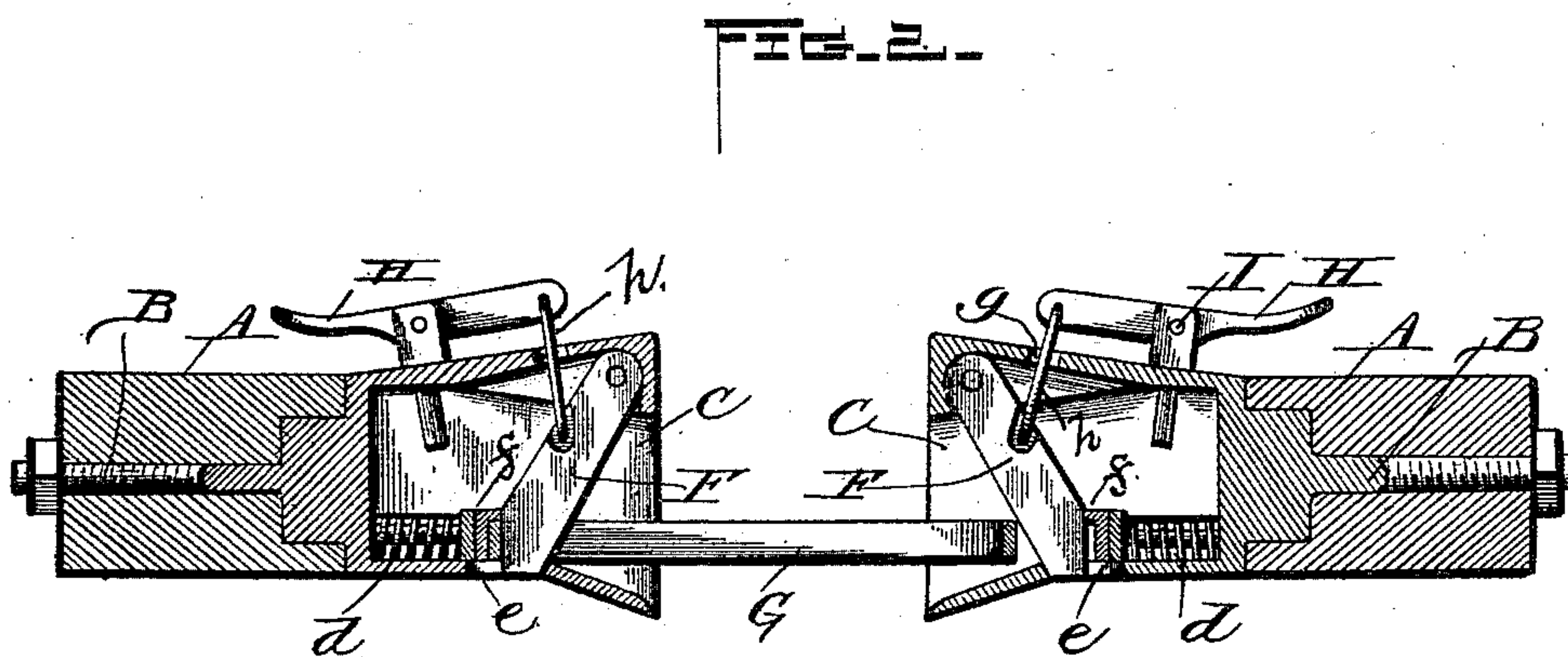
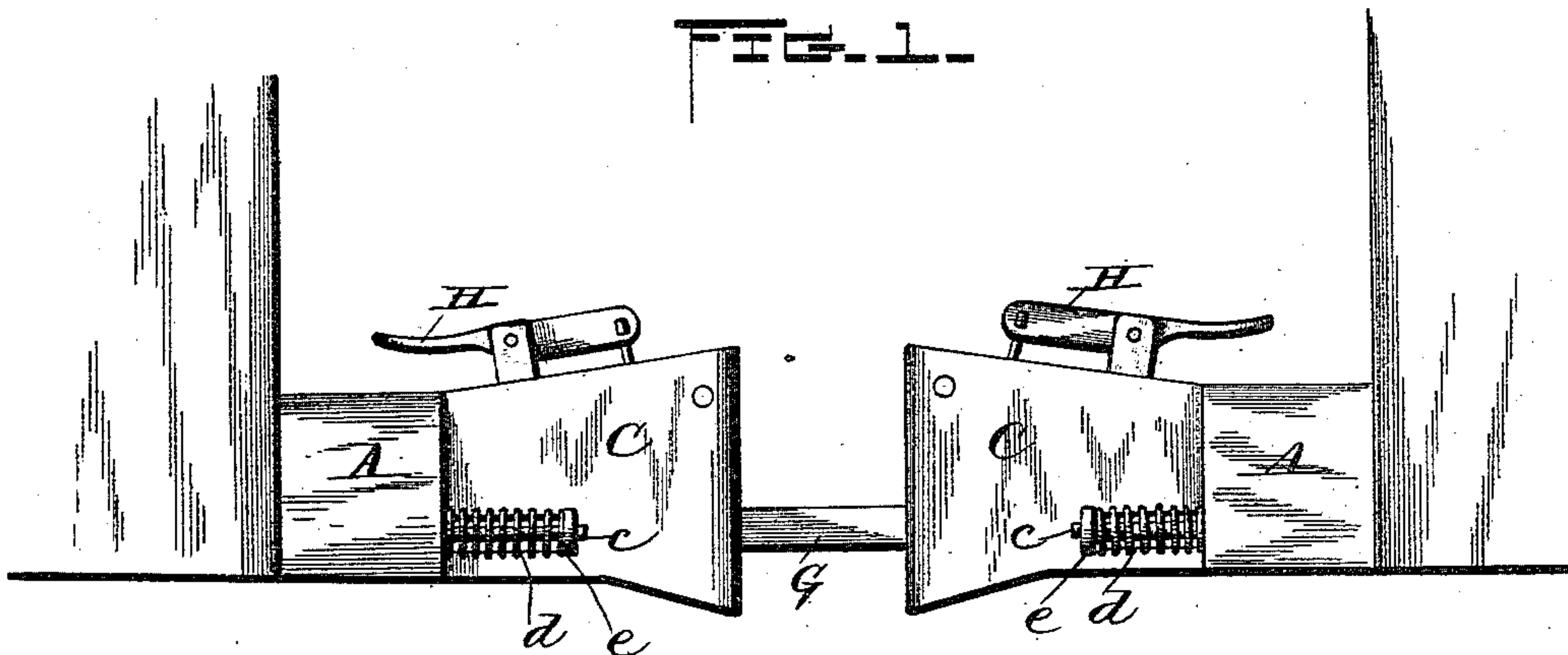


(No Model.)

D. T. NICHOLS.
CAR COUPLING.

No. 458,237.

Patented Aug. 25, 1891.



WITNESSES
J. L. Curand
E. H. Bond.

INVENTOR
David T. Nichols
By Geo. Pulton, his Attorney

UNITED STATES PATENT OFFICE.

DAVID T. NICHOLS, OF UVILLA, WEST VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 458,237, dated August 25, 1891.

Application filed October 25, 1890. Serial No. 369,312. (No model.)

To all whom it may concern:

Be it known that I, DAVID T. NICHOLS, a citizen of the United States, residing at Uvilla, in the county of Jefferson and State of West Virginia, have invented certain new and useful Improvements in Car-Couplings; and I do 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 the letters of reference marked thereon, which form a part of this specification.

This invention has relation to improvements in car-couplings; and it consists in the novel construction and arrangement of parts, as will be hereinafter described, and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a side view of my improved coupler. Fig. 2 is a longitudinal section. Fig. 3 is a longitudinal section of one of the couplers ready for engagement.

Referring to the drawings, the letter A indicates the bumpers of a car, having secured to them by means of screw-bolts B the draw-heads C. The bumpers are provided with pins *c* on each side of the draw-heads and spiral springs *d* surround these pins and having their rear ends so arranged that they abut against said bumpers. The front ends of these springs are connected to a slide *e*, which passes through an aperture at each side of the draw-heads, so as to allow the slide ample play back and forth in the draw-heads. The slide is provided with a flange *f*, against which a pivoted latch F impinges at all times either in coupling or uncoupling the link G. The link G is also held in position by means of the flange *f* of the slide *e*.

The upper surfaces of the draw-heads are provided with openings *g*, through which

passes an arm *h*, said arm having its inner end connected to the latch F, its outer end being connected to a lever H, which is pivoted in a bifurcated bearing I, connected to the tops of the draw-heads, said lever being designed to operate the latch F to uncouple the cars, which is done by the pressure of the foot of the brakeman on the inner end of the lever. The link G always retains its position, as shown in Fig. 2 of the drawings. Consequently there is no necessity for going between the cars to couple them, as the same is done automatically when the cars come together. I attach importance to this construction of coupler.

Instead of using the lever on the bumpers, I may, if I so desire it, operate the lever from the tops of the cars by any well-known means.

Having now fully described my invention, I wish it to be understood that I do not limit myself to the precise construction of parts as shown in my drawings and heretofore particularly described, but reserve to myself the right to vary any of the said parts or substitute others therefor for the better carrying out of my invention without departing from the essential principle thereof.

What I claim, and desire to secure by Letters Patent of the United States, is—

The combination, with the bumpers having pins *c*, with springs *d*, of the slide *e*, provided with a flange *f*, said slide connected to the pins and passing through openings in the draw-head, and a latch F, operated by a lever I to uncouple the cars, substantially as specified.

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

DAVID T. NICHOLS.

Witnesses:

GEO. C. POULTEN,
W. A. LOW.