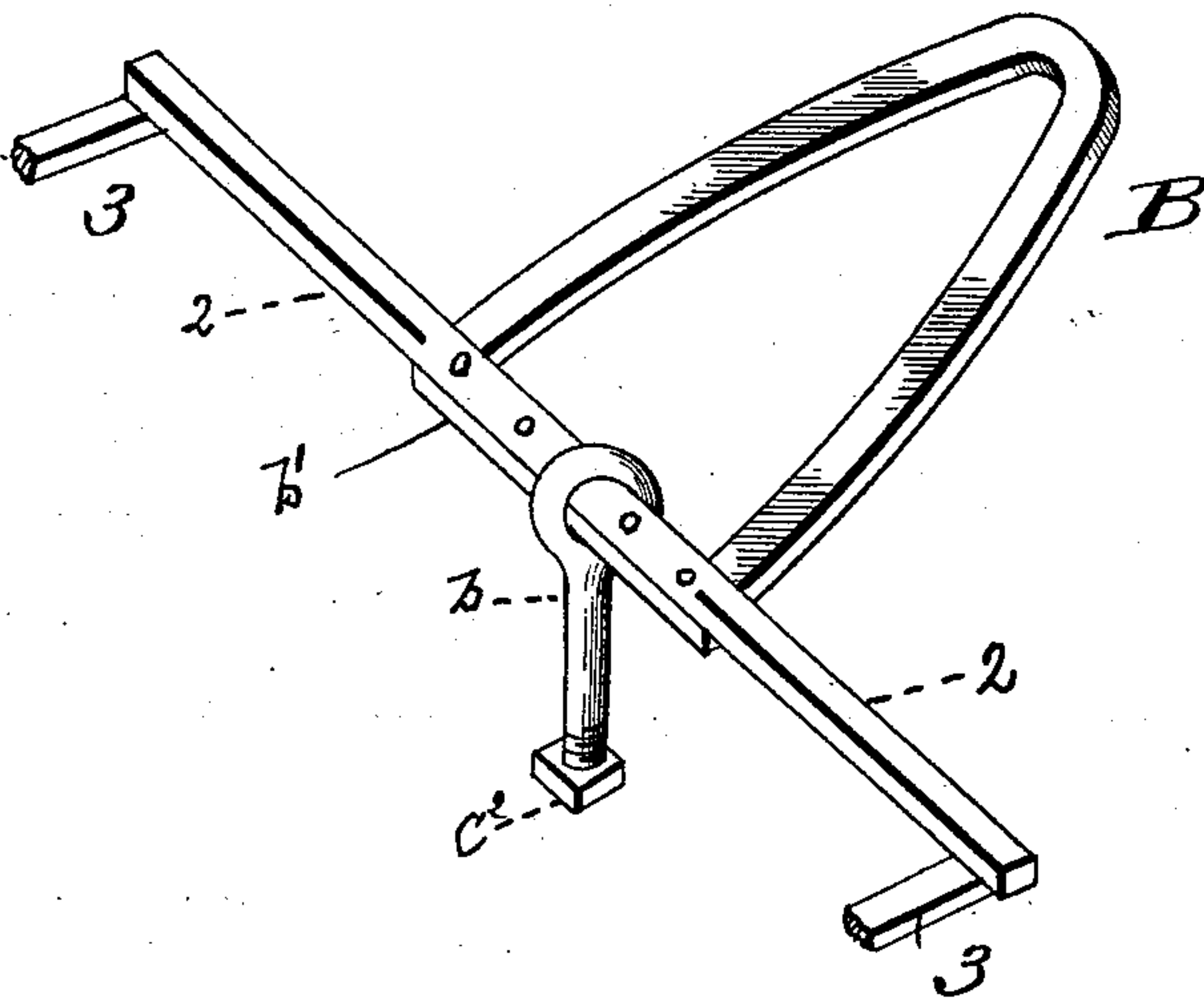
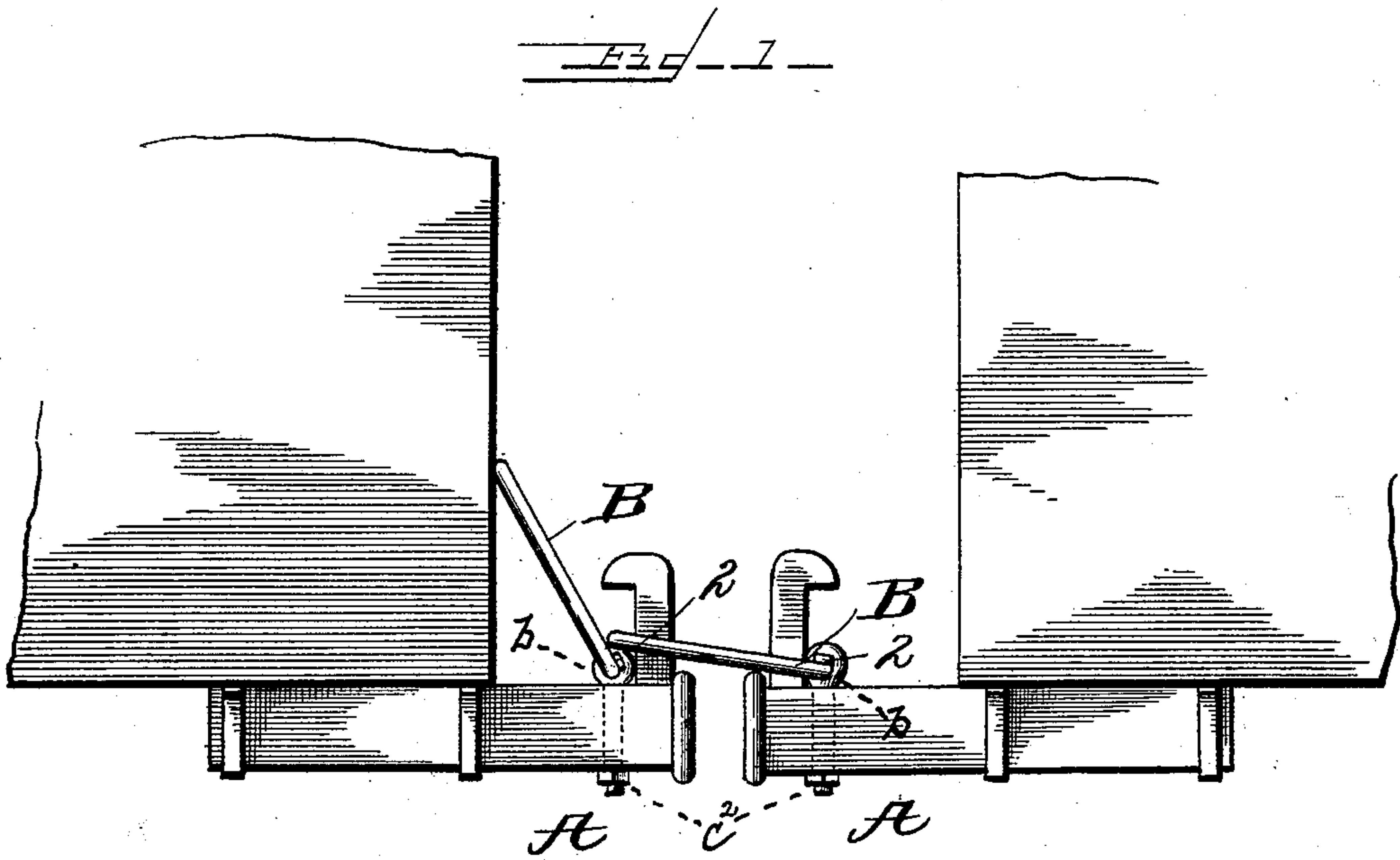


(No Model.)

E. L. MEIGS.
CAR COUPLING.

No. 507,376.

Patented Oct. 24, 1893.



Witnesses
G. A. Fauberschmitt
James E. Lawrence

Inventor
Edgar L. Meigs
by
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his Attorneys

UNITED STATES PATENT OFFICE.

EDGAR L. MEIGS, OF DURHAM, CONNECTICUT.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 507,376, dated October 24, 1893.

Application filed May 2, 1892. Serial No. 431,515. (No model.)

To all whom it may concern:

Be it known that I, EDGAR L. MEIGS, a citizen of the United States, residing at Durham, in the county of Middlesex and State of Connecticut, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification.

My invention relates to an improvement in car couplers, the object being to provide a simple and inexpensive coupler adapted to be operated from the side of a train, thus avoiding the danger incident to coupling between the ends of the cars.

The invention consists in the features of construction and combinations of devices hereinafter freely described and pointed out in the claim.

In the accompanying drawings Figure 1 is a side elevation of two draw-heads provided with my improved coupling devices, and Fig. 2 illustrates parts detached.

A, A, indicate draw-heads, each provided with an upwardly projecting hook.

B designates the coupling-link having its base rigidly secured to a lifting or turning-bar 2, extending outwardly in both directions from the coupling-link, to the sides of the car, and provided with handles 3, for manipulating the bar and operating the link. On the base of the link and inclosing the lifting-bar is arranged the eye of a bolt *b*, which is projected through the draw-head directly behind the draw-hook, and secured by a nut *c*², on the projecting lower end of the bolt. In the drawings are shown two coupling-links, one on each draw-head, although but one link is required to effect the coupling. When either link is not required for use, it is turned up, resting against the end of the car, as indicated

in Fig. 1, of the drawings, in which position it can be held by any suitable catch, not shown.

It will be perceived by the foregoing description that the links are held by a very simple and effective means, and that the coupling is made and unmade by simply turning the lifting-bar.

By making the bail of the shape shown and securing the cross-bar, *b'*, to the turning-bar and loosely retaining the combined parts in the eye of the bolt, *b*, the bail or link is given a lateral play sufficient to meet all the exigencies of commotion during the progress of the cars over curves or other irregularities of the track. This is an advantage of constructions, where the ears of the bail are secured to a turning-rod passing through the draw-bar and having the arms of the bail lying against the sides of the draw-head or bar.

What I claim is—

The combination with the draw-head having a vertical rigid coupling-hook and formed with a bolt-hole behind the draw-head, a bolt, *b*, projected through and secured in the said bolt-hole, and formed with an eye in the head, a turning-bar, 2, projected through the eye of the bolt, and a bail B, having a cross-bar, *b'*, extended between the arms of the bail and secured to the turning-bar and passing through the eye of the bolt substantially as described.

In witness whereof I hereunto set my hand in the presence of two witnesses.

EDGAR L. MEIGS.

Witnesses:

FRED. S. JOHNSON,
J. H. JOHNSON.