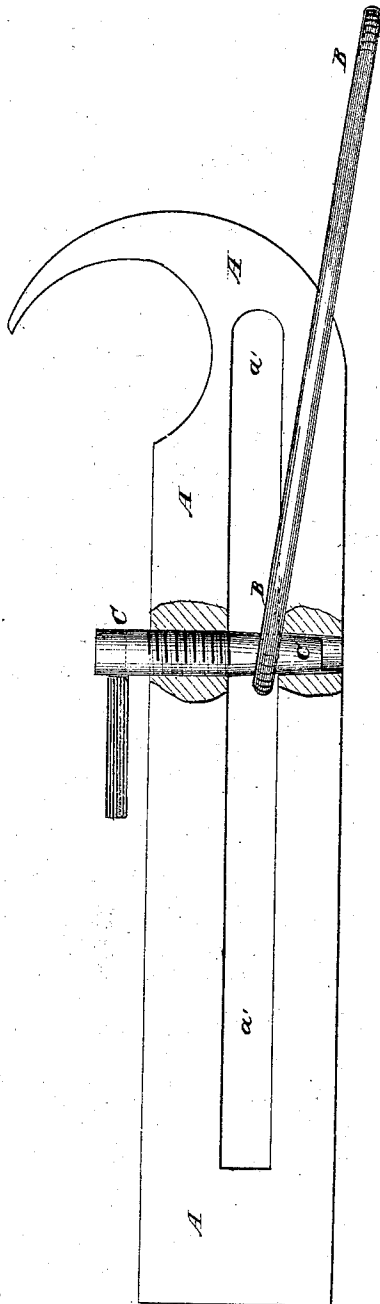


C. S. BIGLER.
Car-Couplings.

No. 135,686.

Patented Feb. 11, 1873.



Witnesses:

P. C. Dietrich
C. Edquist

Inventor:

C. S. Bigler
PER *Munroe*
Attorneys.

UNITED STATES PATENT OFFICE.

CASPER S. BIGLER, OF HARRISBURG, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **135,686**, dated February 11, 1873.

To all whom it may concern:

Be it known that I, CASPER S. BIGLER, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

The figure is a side view of my improved car-coupling, part being broken away to show the construction.

My invention has for its object to furnish an improved car-coupling, simple in construction, convenient in use, and reliable in operation, and which will enable the attendant to couple the cars after they have been run together, and to uncouple them while under strain, so that the attendant may be in no danger while coupling and uncoupling the cars. The invention consists in the combination of the link and tapering pin, whether operated by a screw or lever, with the long slot formed in the body of the hook, as hereinafter fully described.

A is the draw-hook, which is connected with the body of the car in the ordinary manner, and which should be of such a length that there may be a space of an inch and a half, more or less, between the hooks of adjacent cars when their bunters are in contact. In the body of the hook A is formed a long slot, *a'*, through which passes one end of the link B, which is dropped over the hook A of the adjacent car to effect the coupling. C is a pin passing down through the slotted body of the hook A and through the link B to sustain the draft-strain. The lower part of the pin C,

against which the link B rests when sustaining the draft-strain, is made tapering.

The upper part of the pin C may have a screw-thread cut upon it, so that it may be moved in and out by turning it. If desired the pin C may be moved in and out by means of a lever. The taper of the pin C enables it to be readily drawn out even when the coupling is under strain, so that the link B may be slipped forward and raised over the hook of the adjacent car without moving the engine and cars.

In coupling the cars after they have been run together the link B is slipped forward in the slot *a'*, and its forward end is raised and dropped over the hook of the adjacent car, so that in coupling the cars the attendant does not need to pass between the cars until after they have been run together. This construction also prevents the cars from becoming accidentally uncoupled, as the link B will not rise over the hook of the adjacent car when it can slip back in the slot *a'*.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination of the link B and tapering pin C, whether operated by a screw or lever, with the hook A slotted at *a'*, substantially as herein shown and described, and for the purposes set forth.

CASPER S. BIGLER.

Witnesses:

SAML. S. BIGLER,
JOHN A. HOOKER.