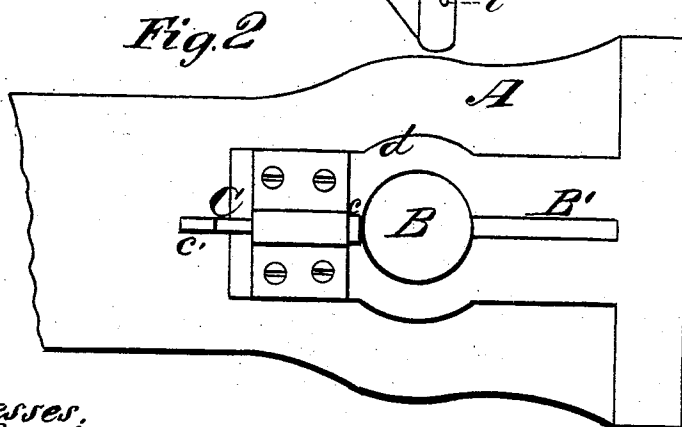
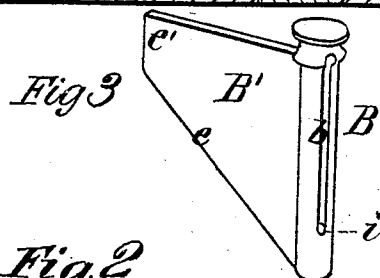
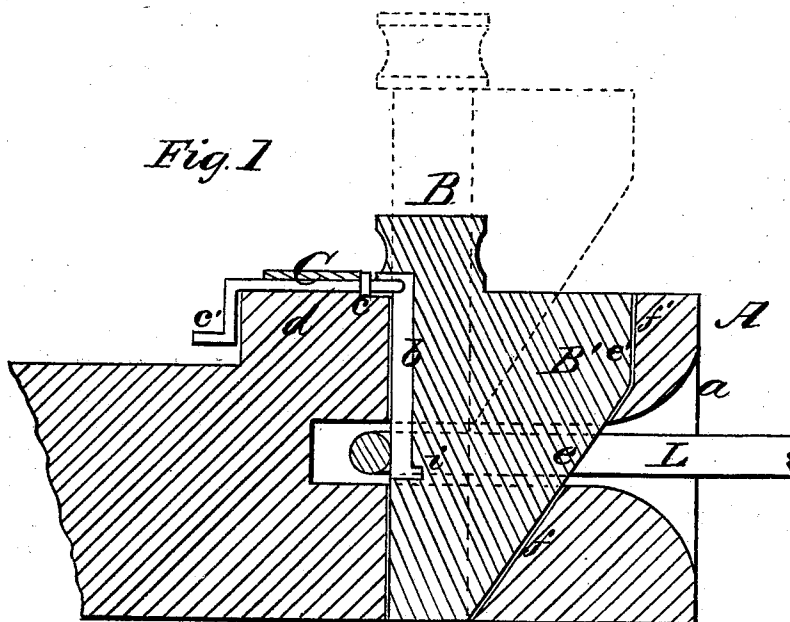


J. H. McALVIN.

Car-Couplings.

No. 152,144.

Patented June 16, 1874.



Witnesses,
E. H. Bates
Geo. E. Upham.

Inventor
John H. McAlvin,
Chipman and Fosmire & Co.,
Attys.

UNITED STATES PATENT OFFICE.

JOHN H. McALVIN, OF OMAHA, NEBRASKA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **152,144**, dated June 16, 1874; application filed April 11, 1874.

To all whom it may concern:

Be it known that I, JOHN H. McALVIN, of Omaha, in the county of Douglas and State of Nebraska, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation 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 drawing is a representation of a section of my car-coupling, and Fig. 2 is a plan view of the same. Fig. 3 is a detail view.

This invention has relation to railroad-car couplers of the self-coupling kind; and it consists in a vertically-movable coupling-pin having a groove formed in its rear side, in combination with a bolt for holding up the pin when it is not desired to effect a coupling, as will be hereinafter explained.

In the annexed drawings, A designates the head of a draw-bar or buffer, in the front end of which a flaring mouth, *a*, is formed, leading into a receptacle for the link L. B designates the coupling-pin, on the front side of which a flange, B', is formed, having a beveled edge, *e*, and a vertical edge, *e'*, corresponding to beveled abutments *f f'* at the front end of the recess, in which the flange is received. The back of pin B has a vertical groove, *b*, in it, terminating at its lower end in a rectangular recess, *i'*. C designates a horizontal pin or bolt, which is constructed with a collar, *c*, near its front end, and a crank, *c'*, on its rear end. This bolt C is applied in a guide formed on a

raised portion, *d*, of the draw-bar A. When the coupling-pin B is down, as indicated in full lines, Fig. 1, and a link, L, is thrust into the mouth of the draw-bar, the end of this link will strike the front edge *e* of the flange B', and, by reason of this edge being beveled, raise the pin, and allow it to drop through the link and effect a coupling. A draft on the link will have no tendency to raise the pin, inasmuch as the upper edge *e'* of the flange B' has a bearing against the vertical abutment *f*, as shown in Fig. 1. When the coupling-pin B is raised, as indicated in Fig. 1 in dotted lines, it can be held in this position by moving forward the bolt C, the front end of which will enter the recess *i'* at the lower terminus of the vertical groove *b*.

It will be seen that I have a very simple coupling-pin, which is self-acting, for coupling cars, and which is adapted for receiving the well-known oblong links; also, that the broad flange B', which is formed on this pin, will prevent it from being bent when subjected to great strain and shocks.

What I claim, and desire to secure by Letters Patent, is—

The slot *b* and recess *i'*, formed in the back of the flanged pin B, in combination with the bolt C for holding up the pin, substantially as described.

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

JOHN H. McALVIN.

Witnesses:

P. L. PERINE,
H. KENNEDY.