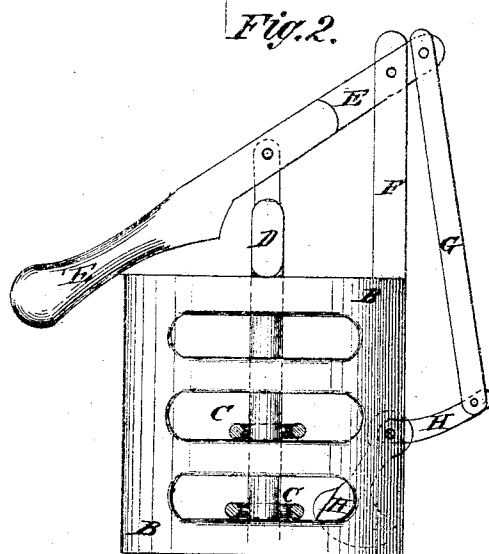
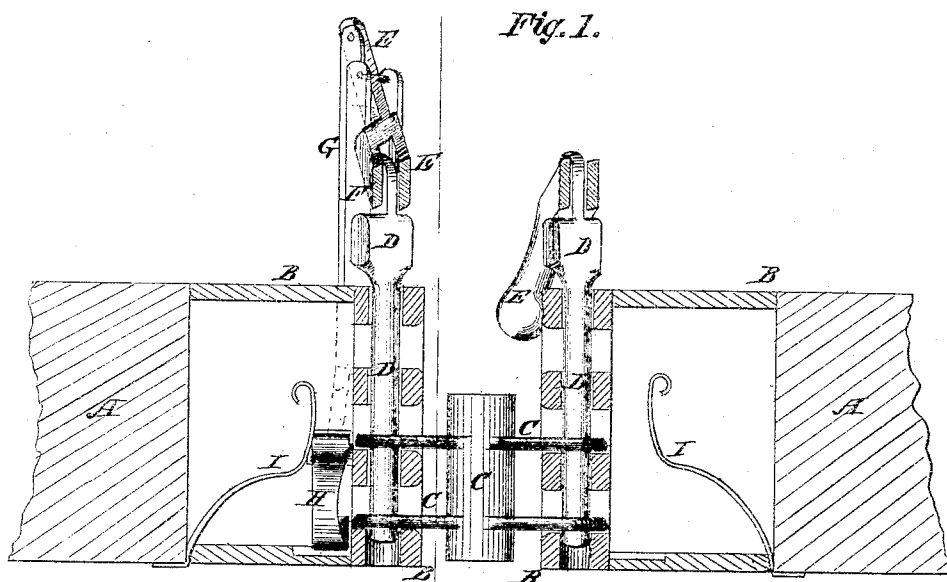


Improvement in Car Coupling.

No. 122,189.

Patented Dec. 26, 1871.



Witnesses:

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UNITED STATES PATENT OFFICE.

FRANKLIN NALLEY, OF BATTLE GROUND, INDIANA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 122,189, dated December 26, 1871.

Specification describing certain Improvements in Car-Couplings, invented by FRANKLIN NALLEY, of Battle Ground, in the county of Tippecanoe and State of Indiana.

Figure 1 is a vertical longitudinal section of my improved car-coupling. Fig. 2 is a front view of one of the parts of the same.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved car-coupling, simple in construction, convenient in use, and reliable in operation, and which shall be so constructed as to couple the cars automatically when they are run together; and it consists in the construction and combination of the various parts of the coupling, as hereinafter more fully described.

A represents the draw-bars, which are secured to the cars in the ordinary manner. B are the bumper-heads, which are made a little wider and deeper than the ordinary bumper-heads, and have each three holes, one above the other, formed in them to receive the coupling-link C. The coupling-link C is made double and with a solid middle part, as shown in Fig. 1, to prevent the link from entering one bumper too far, and not far enough into the other to properly receive the coupling-pins D. The coupling-pins D pass down through holes in the forward ends of the bumper-heads B, and through the ends of the double links C, as shown in Figs. 1 and 2. The upper ends of the coupling-pins D are pivoted to the middle parts of the levers E, the free ends of which are made heavier to make the levers work easier and to cause them to hold the coupling-pins more securely in place. The levers E, near their other ends, are pivoted to a standard, F, attached to or formed solid with the bumper-heads B. To the ends of the levers E are pivoted the upper ends of the connecting-rods G,

which pass down along the outer sides of the standards F and along the sides of the bumper-heads B. To the lower ends of the connecting-rods G are pivoted the ends of the stops or catches H, the said ends of which pass out through holes in the sides of the bumper-heads B and are loosely pivoted to said bumper-heads. The inner parts or ends of the catches H are made wide, and are provided with projections or lips to catch upon the openings in the forward ends of the bumper-heads B to support the coupling-pins D when said pins are drawn up to release the coupling C. The catches H are held forward to their places by springs I, placed and secured in the cavities of the bumper-heads B so as to rest against the rear sides of the said catches H and push them inward.

By this construction, as the coupling-link C enters the bumper-head B it pushes the catch H back, which releases the coupling-pin D and allows it to drop into place, securing the link. By this construction, by inserting the double coupling-link in the upper and middle holes, in the middle and lower holes, or in the lower hole and beneath the bottom of the bumper-heads, cars of different heights may be coupled with the same facility as if they were all of the same height.

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

1. The device E F G, combined with pin D and catch H, as described, so that the former will operate both the latter simultaneously, as set forth.
2. The spring-pressed and loosely-pivoted catch H, constructed and applied to the bumper-head of a car-coupling, as and for the purpose described.

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Witnesses:

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(122)