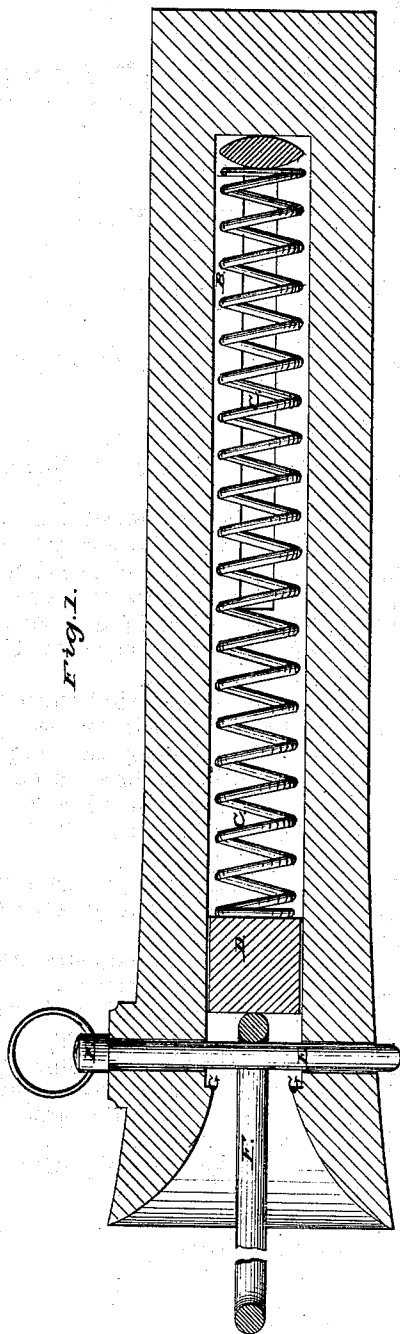


D. W. SHOCKLEY.
Car-Coupling.

No. 198,695.

Patented Dec. 25, 1877.

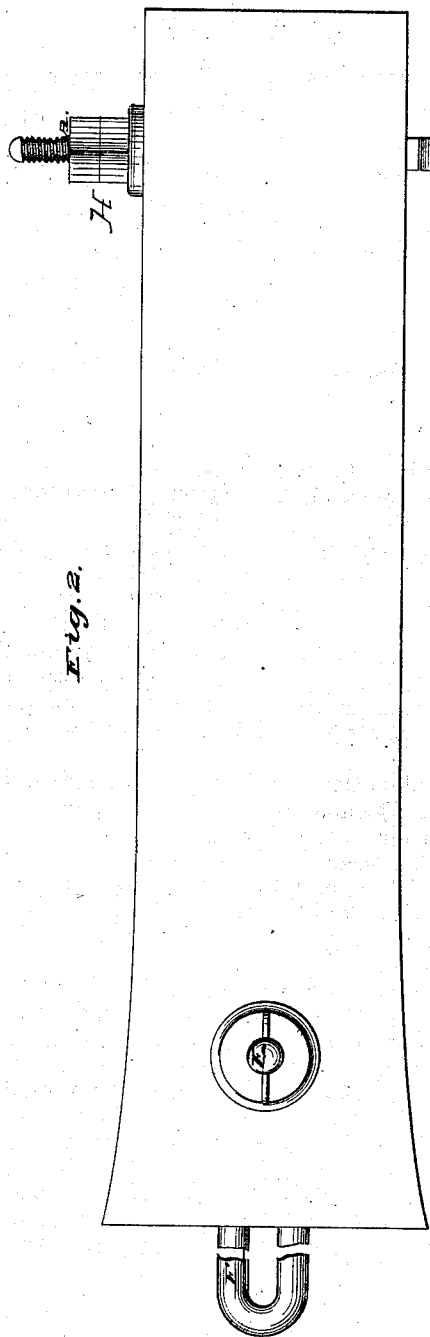
Fig. 1.



Witnesses:

Geo Henry Puhl
Edmund Rice

Fig. 2.



Inventor.

David W. Shockley

UNITED STATES PATENT OFFICE.

DAVID W. SHOCKLEY, OF WILMINGTON, DELAWARE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **198,695**, dated December 25, 1877; application filed November 25, 1876.

To all whom it may concern:

Be it known that I, DAVID W. SHOCKLEY, of Wilmington, county of New Castle, and State of Delaware, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description thereof.

The object of my invention is to hold the link in a self-coupler, so as to couple the cars with a straight link when there is not more than a difference of eight inches in the height of cars.

The invention consists in the construction and arrangement of a car-coupler, as will be hereinafter more fully set forth.

In the accompanying drawing, in which similar letters of reference indicate like parts, Figure 1 is a longitudinal sectional view of my invention. Fig. 2 is a longitudinal plan view of the same.

A represents a bolt, which I call an "adjuster," made with a T-shaped head, which permits it to be passed through a slot in a draw-head, and when turned in the slot prevents it from being withdrawn. On the other end is placed a nut, H, which, when screwed down, holds the adjuster firmly in position. This adjuster works in a slot, B, cut through a draw-head, as shown in Fig. 1, the object of which is to regulate the tension of the spring C, so as to give any desired pressure upon the

block D, which holds the coupling-pin E and link F in position.

As the adjuster is moved forward it increases the tension of the spring C, and has a tendency to throw the block D out of position. This result is prevented by the dead-stop G G, which is formed by making a square shoulder on the upper and lower parts of a flaring-mouthed draw-head.

It will readily be seen that when the pin E is raised so that the block D is moved forward and the pin rests thereon, the coupling-link, by motion of the cars, forces back the block D, so that it is brought on a line with the bottom pin-hole, when the pin E will drop into the same.

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

1. In a car-coupler, an adjuster moving in a slot, substantially as described.

2. In a car-coupler, the slotted draw-bar, in combination with the bolt or adjuster A, provided on one end with a T-shaped head, and on the other end with a nut, H, and adapted to regulate the tension of the spring, substantially as specified.

DAVID W. SHOCKLEY.

Witnesses:

JNO. H. PUHL,
EDMUND RICE.