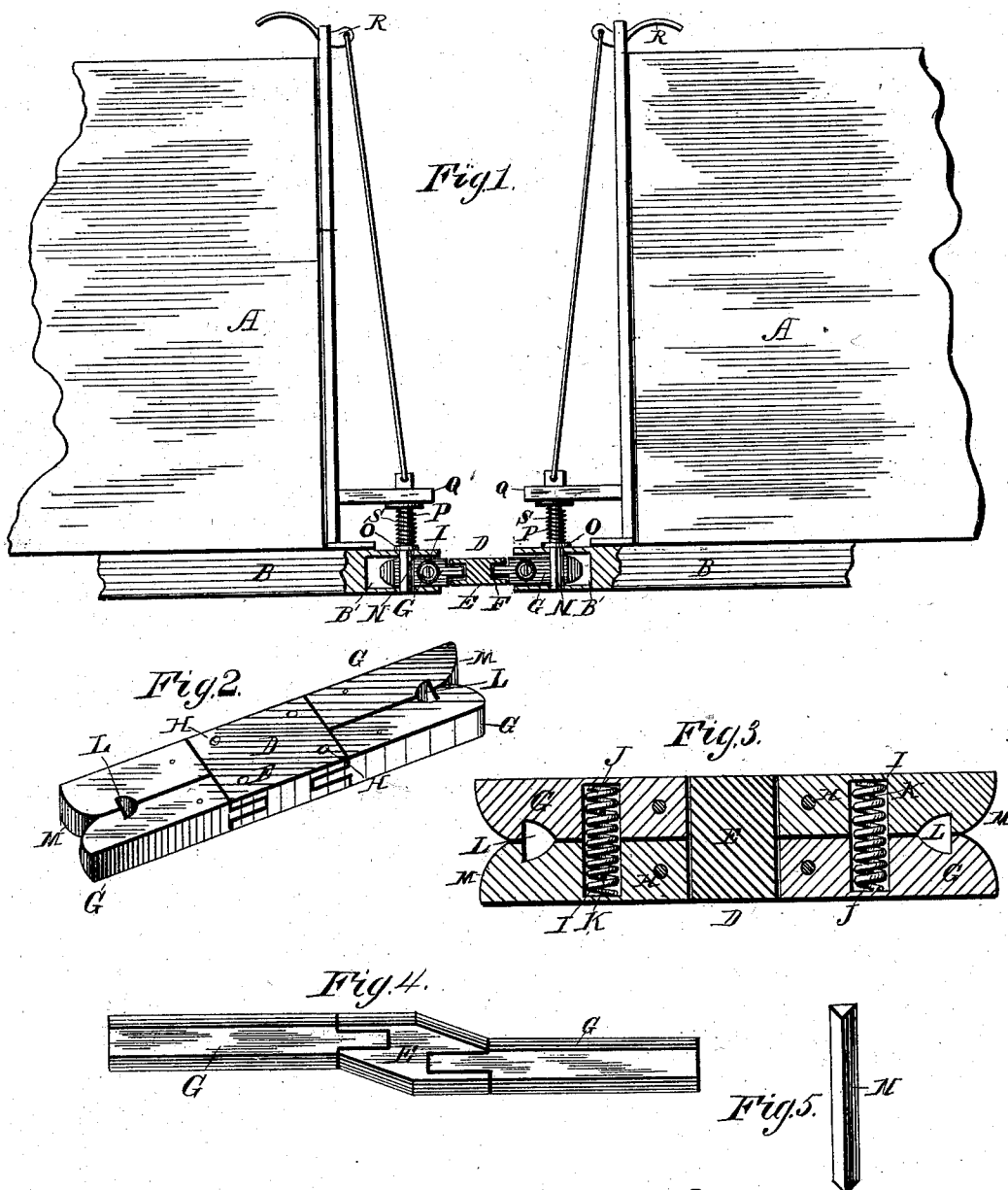


(No Model.)

D. DILL.  
CAR COUPLING.

No. 257,923.

Patented May 16, 1882.



WITNESSES

*Wm. L. Dieterich*  
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# UNITED STATES PATENT OFFICE.

DANIEL DILL, OF FLETCHER, OHIO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 257,923, dated May 16, 1882.

Application filed October 24, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL DILL, of Fletcher, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a longitudinal vertical sectional view of my improved car-coupling. Fig. 2 is a perspective view of the coupling-link. Fig. 3 is a horizontal sectional view of the same. Fig. 4 is a side view, showing a modified construction of the link. Fig. 5 is a view of the coupling-pin.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to automatic or self-acting car-couplings; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, A represents the body of the car. B is the bumper or draw-head, which is provided in the usual manner with a horizontal mouth or recess, B', and a vertical pin-hole, C.

D is the coupling-link, which consists of a flat plate, E, provided at the ends with horizontal recesses F, in each of which a pair of arms, G G, are pivoted upon vertical pins or pivots H, so as to swing in a horizontal plane. The arms G are provided with recesses I upon their inner sides, adjoining each other, and coiled springs J are placed in the said recesses and secured at their inner ends by vertical pins K, or in any other suitable manner, so as to draw the said arms toward each other, as shown clearly in Fig. 3 of the drawings. Triangular notches L are formed in the arms G for the reception of the coupling-pin, and to enable the said pin to enter readily between the arms the front ends of the latter are provided with beveled faces M, adjoining each other, as shown.

The body of the coupling-pin N is triangular in cross-section, as shown, so as to enter

readily between the arms of the coupling-link and fit readily in the opening provided for its accommodation. This construction also prevents accidental uncoupling, which might happen if the pin were of the usual cylindrical shape. At its upper end the pin N is provided with a flange, O, resting on top of the draw-head, and from the said flange a stem, P, projects in an upward direction, having its bearing in a bracket, Q, projecting from the end of the car. The upper end of the stem P is connected in any suitable manner to a lever, R, arranged at the top or upon the platform of the car for convenience in uncoupling, and a spring, S, is coiled upon the stem, between the bracket Q and the head or flange O of the pin, for the purpose of forcing the latter in a downward direction.

From the foregoing description, taken in connection with the drawings hereto annexed, the operation of my invention will be readily understood. When the cars come together the link which has been previously adjusted in one draw-head enters the draw-head of the opposite car, thus striking the pin N, which separates the arms G G and enters the opening provided for its reception. Uncoupling may be readily effected by means of the lever R.

In Fig. 4 of the drawings I have shown a modified construction of the coupling-link, which consists in simply arranging the arms G at opposite ends of the plate E at various heights, thus adapting the link for coupling cars of a different height.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

As an improvement in coupling-links, the plate E, having recesses F F and pivoted arms G G G G, provided with beveled ends M, notches L, and recesses I, to receive the springs J, which are held in said recesses by vertical pins K, substantially as set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

DANIEL DILL.

Witnesses:

D. B. FARHART,  
L. E. BURTCH.