

(No Model.)

E. L. TILTON.

CAR COUPLING.

No. 261,496.

Patented July 18, 1882.

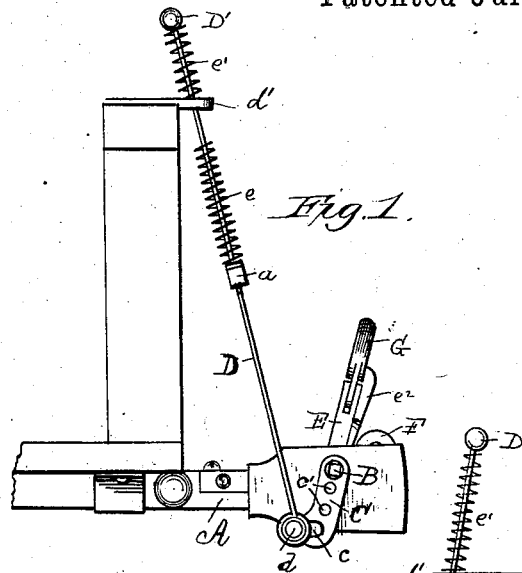


Fig. 1.

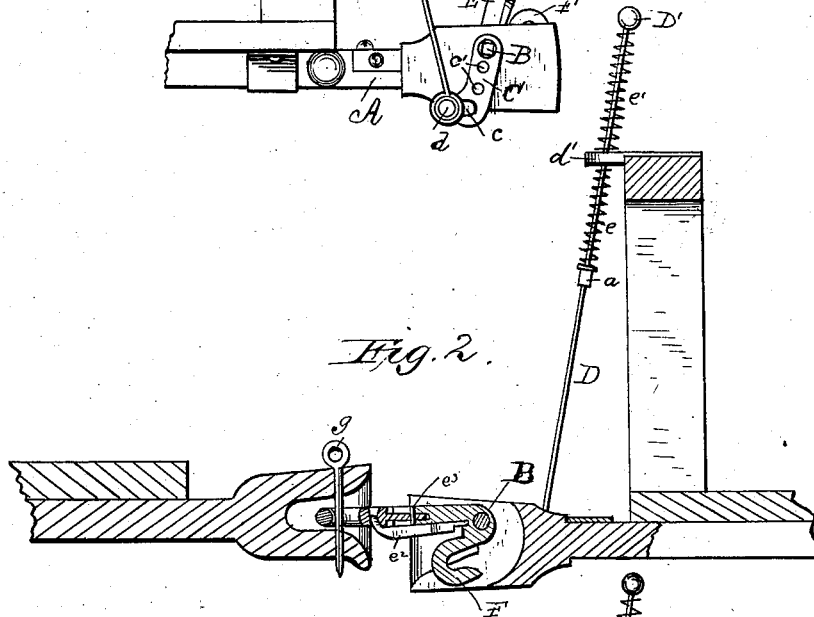


Fig. 2.

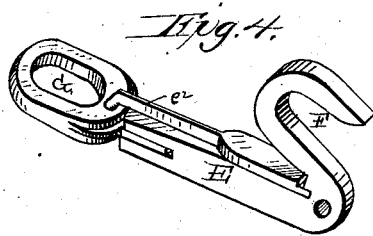


Fig. 4.

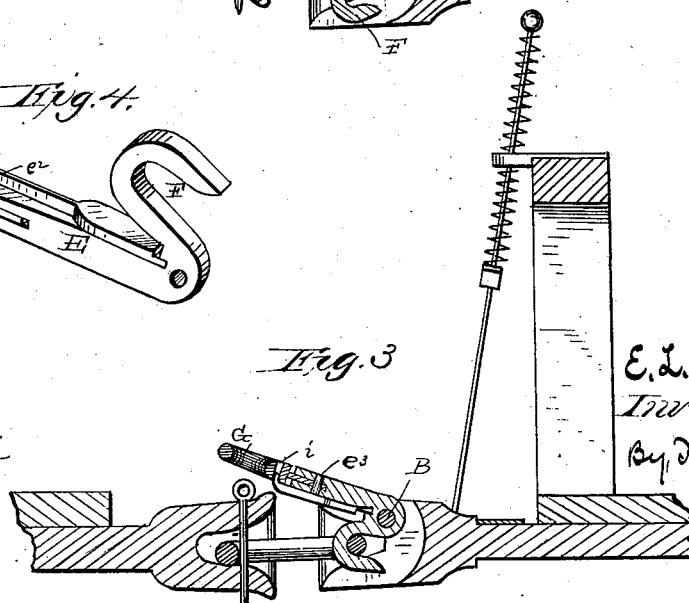


Fig. 3

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UNITED STATES PATENT OFFICE.

EDWARD L. TILTON, OF GAFFNEY CITY, S. C., ASSIGNOR OF TWO-THIRDS TO
ABNER C. SPENCER AND JOHN J. BROWN, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,496, dated July 18, 1882.

Application filed June 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, EDWARD L. TILTON, a citizen of the United States of America, residing at Gaffney City, in the county of Spartansburg and State of South Carolina, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention has relation to car-couplers; and the object of the invention is to provide a coupling device that shall be simple and effective in operation and cheap in construction; and to that end the novelty consists in the construction of the same, as will be hereinafter more fully described, and particularly pointed out in the claim.

In the accompanying drawings similar letters of reference marked thereon indicate like parts of the invention.

Figure 1 is a side elevation of my improved car-coupler. Fig. 2 is a sectional side elevation of the same, showing the manner of coupling it to an ordinary car. Fig. 3 is a similar view, showing the manner of coupling with a car where the ordinary link is used; and Fig. 4 is a perspective view of my improved link detached from the draw-bar.

A is the draw-head, and is mounted in the usual manner to the car-floor.

Extending through the draw-bar A is a shaft, B, to the outer end of which is secured an arm, C, provided with a slot, *c*, and adjusting-holes *c'*. In the slot *c* works a pin, *d*, on the lower end of the operating-rod D. This rod extends upward to the top of the car, where it passes through a guide, *d'*, and terminates in a handle, D'.

On the rod D, between the handle and the guide, is a spiral spring, *e'*, and a similar spring, *e*, is also placed on the rod between the guide

and a collar, *a*, so that if the rod is raised the spring *e* will restore it to its normal position, and if it is pushed down the other spring, *e'*, restores it.

Secured to the shaft B, in the center of the draw-head A, is a link-bar, E, provided with a hook, F, and link G. This link G is hinged to the bar E by the pivot *e*³, and a spring, *e*², is secured to the bar so that its free end enters a recess, *i*, in under side of the link G near the bar E. The object of this construction is to normally keep the link in line with the bar, and at the same time permit a variation when turning curves.

In the case of coupling with ordinary cars the handle D' is depressed, as shown in Fig. 1, and the link of the opposite car enters the draw-bar A and forces itself past the hook F, which then drops and engages it. Where there is no link on the opposite car the handle D' is raised. This throws the bar E and link G down in line with the opposite draw-head, and when the link G enters the draw-head the pin *g* is dropped through and the cars coupled, as shown in Fig. 2.

Having thus fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent of the United States, is—

In a car-coupler, the draw-head A, provided with the shaft B and bar E, having hook F, link G, and spring *e*², in combination with the arm C, rod D, springs *e* *e'*, and handle D', as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

EDWARD L. TILTON.

Witnesses:

Y. H. LITTLEJOHN,
F. B. GAFFNEY.