

(No Model.)

J. WARREN.
CAR COUPLING LINK.

No. 342,656.

Patented May 25, 1886.

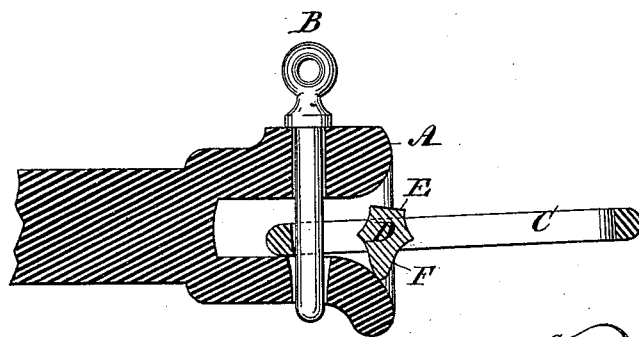


Fig. 1.

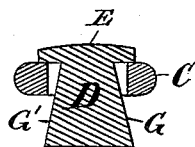


Fig. 3.

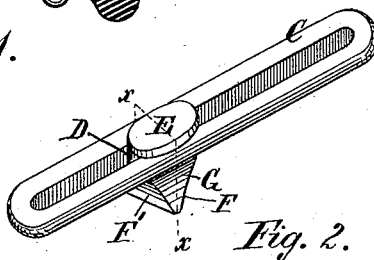


Fig. 2.

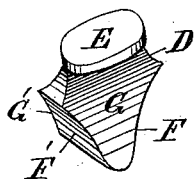


Fig. 4.

Witnesses:
John Grist
Chas. Pennock.

Inventor:
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Att'y.

UNITED STATES PATENT OFFICE.

JOHN WARREN, OF EASTON'S CORNERS, ASSIGNOR OF TWO-THIRDS TO EDMUND BURRITT, OF EASTON'S CORNERS, AND PETER WILLIAM DUMAS BRODRICK, OF BROCKVILLE, ONTARIO, CANADA.

CAR-COUPLING LINK.

SPECIFICATION forming part of Letters Patent No. 342,656, dated May 25, 1886.

Application filed March 20, 1886. Serial No. 195,953. (No model.) Patented in Canada June 28, 1884, No. 19,695.

To all whom it may concern:

Be it known that I, JOHN WARREN, of Easton's Corners, in the Province of Ontario, in the Dominion of Canada, have invented a certain new and useful Improvement in Car-Coupling Links; and I do hereby declare that the following is a full, clear, and exact description of the same.

The object of my invention is to support a link inclinedly or horizontally in a draw-head of a car while the link is being coupled with the draw-head of another car.

My invention consists in providing a car-coupling link with a block having a head to prevent the block falling through the link, the sides transversely of the link converging inwardly and the sides longitudinally of the link beveling outwardly, whereby the block will upwardly jam in the link and the lower end have a long and beveled bearing-surface within the draw-head, to obtain increased friction.

Figure 1 represents a longitudinal vertical section of a draw-head and link coupled, showing my improvement for supporting the link horizontally or inclinedly for self-coupling. Fig. 2 is a perspective view of my improved link, on a larger scale, detached from the draw-head. Fig. 3 is a transverse vertical section on line *x x*, Fig. 2. Fig. 4 is a perspective view of the sliding block removed from the link.

A represents an ordinary bell or flaring-mouth draw-head; B, a coupling-pin, and C my improved coupling-link.

D is a metal block inserted in the link to slide adjustably from one end to the other. The upper part of the block has a head, E,

to prevent it falling through the link, and the sides F F' converge transversely below the link, so that either side of the block will seat on the bevel of the mouth of the draw-head, to allow either end of the link to be inserted in the draw-head for coupling. The sides G G' of the block D incline inwardly and upwardly toward the head E, to bind against the inner sides of the link, to prevent the block slipping in the link when the block is adjusted, as seen in Fig. 1, to bear on the bottom bevel of the draw-head. When so placed, the resistance of the coupling-pin against the end of the link will prevent the outer end dropping, and, combinedly with the block binding in the link, keep the block from slipping from its seat in the draw-head and maintain the link horizontally or in an inclined position, to couple with the draw-head of an annexing car. To incline the link upwardly block D is pushed farther into the mouth of the draw-head, and to incline the link downwardly the block D is withdrawn to near the mouth of the draw-head.

I am aware that it is not new with me to provide the link with a sliding block, and I do not broadly claim such invention.

I claim as my invention—

A car-coupling link provided with a sliding block, D, having a head, E, downwardly-converging sides F F' transversely of the link, and downwardly and outwardly beveling sides G G' longitudinally of the link, as and for the purpose set forth.

JOHN WARREN.

Witnesses:

JOHN CRANIE,
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