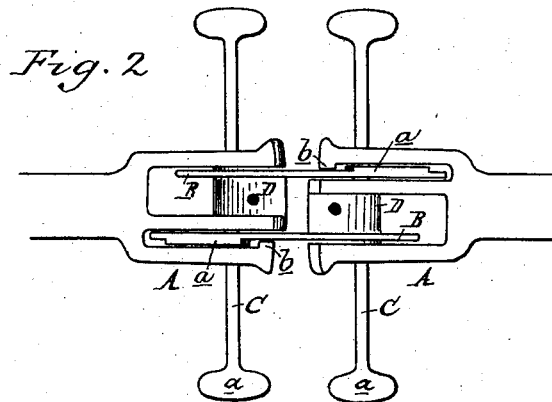
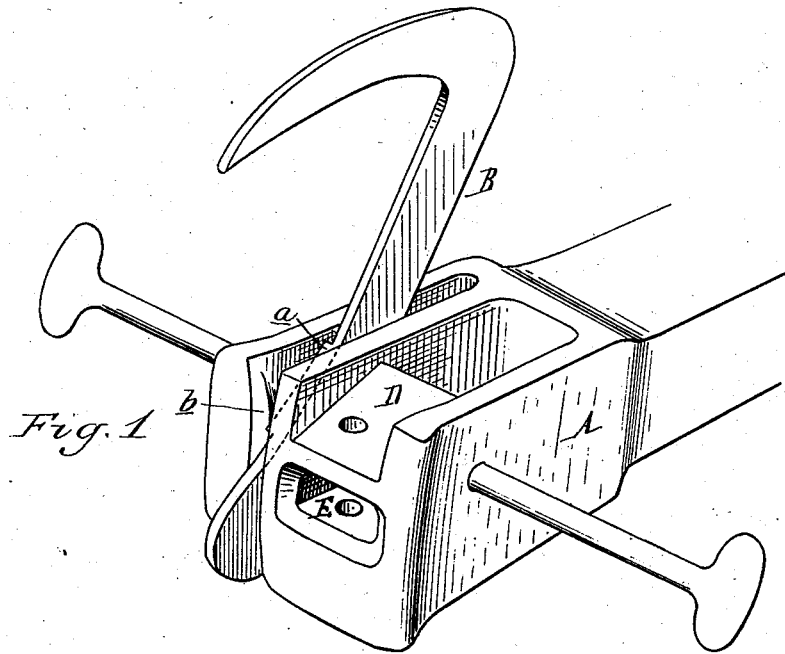


(No Model.)

A. C. ELLIS.
CAR COUPLING.

No. 260,855.

Patented July 11, 1882.



Attest:
A. Barthel
E. Scully

Inventor:
Aldridge C. Ellis
per W. A. Maynes

Atty

UNITED STATES PATENT OFFICE.

ALDRIDGE C. ELLIS, OF BIRMINGHAM, ASSIGNOR OF ONE-HALF TO JOHN STANLEY, OF DETROIT, MICHIGAN.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 260,855, dated July 11, 1882.

Application filed February 16, 1882. (No model.)

To all whom it may concern:

Be it known that I, ALDRIDGE C. ELLIS, of Birmingham, in the county of Oakland and State of Michigan, have invented new and useful Improvements in Car-Couplings; and I hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 The nature of this invention relates to certain new and useful improvements in the construction of so-called "self-couplers;" and the invention consists in the peculiar construction, arrangement, and various combinations of the parts, all as more fully hereinafter set forth.

Figure 1 is an enlarged perspective of one of my improved couplers with the hook raised. Fig. 2 is a plan view, showing two draw-heads as coupled together.

20 In the accompanying drawings, A represents my improved draw-head, one side of which is vertically recessed to receive the hook-coupler B, which is pivotally secured in said recess by the transverse bolt or rod C, the outer ends of which are provided with handles, by means of which the said rod C may be partially rotated, so as to raise the hook-coupler. The draw-head is also provided with a detent, D, with which the hook-coupler of an adjoining car engages. Below this detent there is formed the opening E, through which a common link may be inserted and coupled with the ordinary pin when coming next to a car not provided with my improved coupler.

35 In practice two cars are provided with a coupling substantially as described, the hooks are raised, as shown in Fig. 1, the lower ends

projecting beyond the face of the draw-head. Upon coming together these projecting ends of the couplers are forced inward, which causes the hooks to fall forward and by gravity engage with the detent of the opposite draw-head. When it is desired to uncouple, the rod is turned so as to raise the hook in the position shown in Fig. 1, in which position it is supported by means of a projecting block, *a*, on its outer side, said block resting against a lip, *b*, at the outer end of the hook-recess. The block *a* is formed mainly at one side of the pivotal point of the hook, as shown in Fig. 2, in order to enable the hook to rise freely.

By this construction I provide a car-coupler that is self-coupling, and that may be uncoupled from the side of the car without the necessity of going between them, while at the same time I provide a means for coupling with the common link and pin when it becomes necessary to do so.

I am aware that it is not new to construct car-couplings with pivoted hooks adapted to engage with detents, and I do not claim, broadly, such construction.

What I claim is—

The combination, with the coupling A, provided with a detent, D, a recess to receive a pivoted hook, and with a lip, *b*, at the front end of said recess, of the hook B, a block, *a*, on the side of said hook, and the rod C, substantially as and for the purpose specified.

ALDRIDGE C. ELLIS.

Witnesses:

H. S. SPRAGUE,
E. SCULLY.