P. E. SLOAN.

CAR-COUPLING.

No. 185,839. Patented Jan. 2, 1877.

Fig. 1.

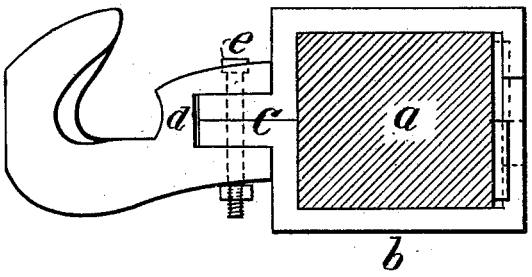


Fig. 3.

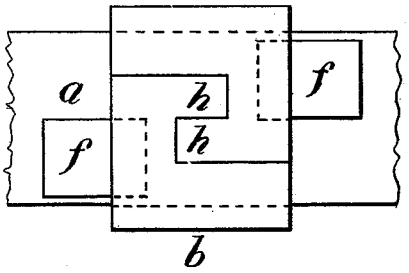


Fig. 2.

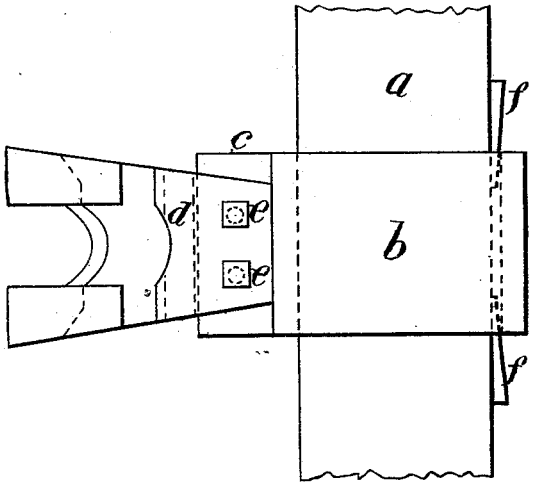
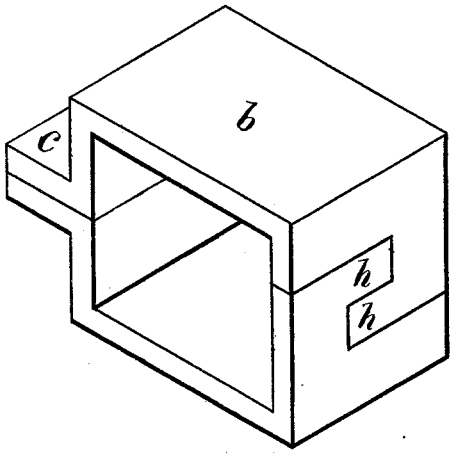


Fig. 4.



Witnesses

J. J. Greenough.

J. W. Maxwell.

Inventor

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UNITED STATES PATENT OFFICE.

P. ELMENDORF SLOAN, OF SYRACUSE, NEW YORK.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **185,839**, dated January 2, 1877; application filed September 18, 1876.

To all whom it may concern:

Be it known that I, P. ELMENDORF SLOAN, of Syracuse, New York, have invented a Strengthening-Band and certain Improvements in Connecting Draft-Bars and Draw-Heads with Railroad or other vehicles, and with each other, &c., of which the following is a specification:

The modes now in use for connecting draft-bars, more especially with coal-cars and locomotive, or with other vehicles, involves the weakening of the timber to which they are usually affixed by passing either the draft-bar itself or bolts through it. To form a much stronger and perfect connection for the draft-bars or draw-head, which can be conveniently attached in proper position without weakening the timber or end sill, but, in fact, strengthening it, is the purpose of my present invention.

The construction is as follows, referring to the annexed drawing, in which Figure 1 is a vertical side elevation, Fig. 2 is a top plan, Fig. 3 is a rear elevation, and Fig. 4 a perspective view, of the connecting and strengthening band.

Like parts are designated by the same references in all the figures.

The timber or end sill *a* of the car-frame, to which the draft-bar is affixed, is the same as in ordinary cars. Onto this end sill *a* a band of wrought-iron or other suitable material, *b*, is put. The band *b* is made in two parts, divided horizontally, so as to be conveniently put in place by sliding the two parts along the sill laterally toward each other. The front ends of the upper and lower parts are turned at right angles at *c*, forming a flange, that is embraced between the forked inner end of the draw-head, as clearly shown in Fig. 1, at which they are all firmly united by bolts *e*. The band *b* is joined in the rear by hooks *h*, interlocking laterally, (seen in Fig. 3,) so that when locked in place they form a continuous ring or band, surrounding the timber *a*. To hold the band *b* in place and prevent it from sliding along the timber, wedges on both sides *f f* may be inserted between the band and timber *a*, so that, if desired, no hole or indenture of any kind need be made in the wood, or spikes may be driven one on each side for the same purpose.

Having thus fully described my strengthening-band and improved connection for draft-bars and draw-heads, I claim—

1. The combination of a band, *b*, surrounding the timber *a*, with a draw-head, substantially as and for the purpose specified.

2. The band *b*, composed of two parts, locked together, and constituting the attachment for a draw-head, as above described.

3. A band surrounding the timber *a*, for the purpose of strengthening it while forming an attachment from which to draw.

4. The lateral interlocking hooks *h*, in combination with the two parts of a band, *b*, which, when locked together, and also connected by the bolts *e* at *c*, cannot be unlocked without fracture.

P. ELMENDORF SLOAN.

Witnesses:
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