

J. H. OSGOOD, Jr., & F. B. SHAW.
Car Coupling.

No. } 123. }
31,127. }

Patented Jan. 15, 1861.

Fig. 1.

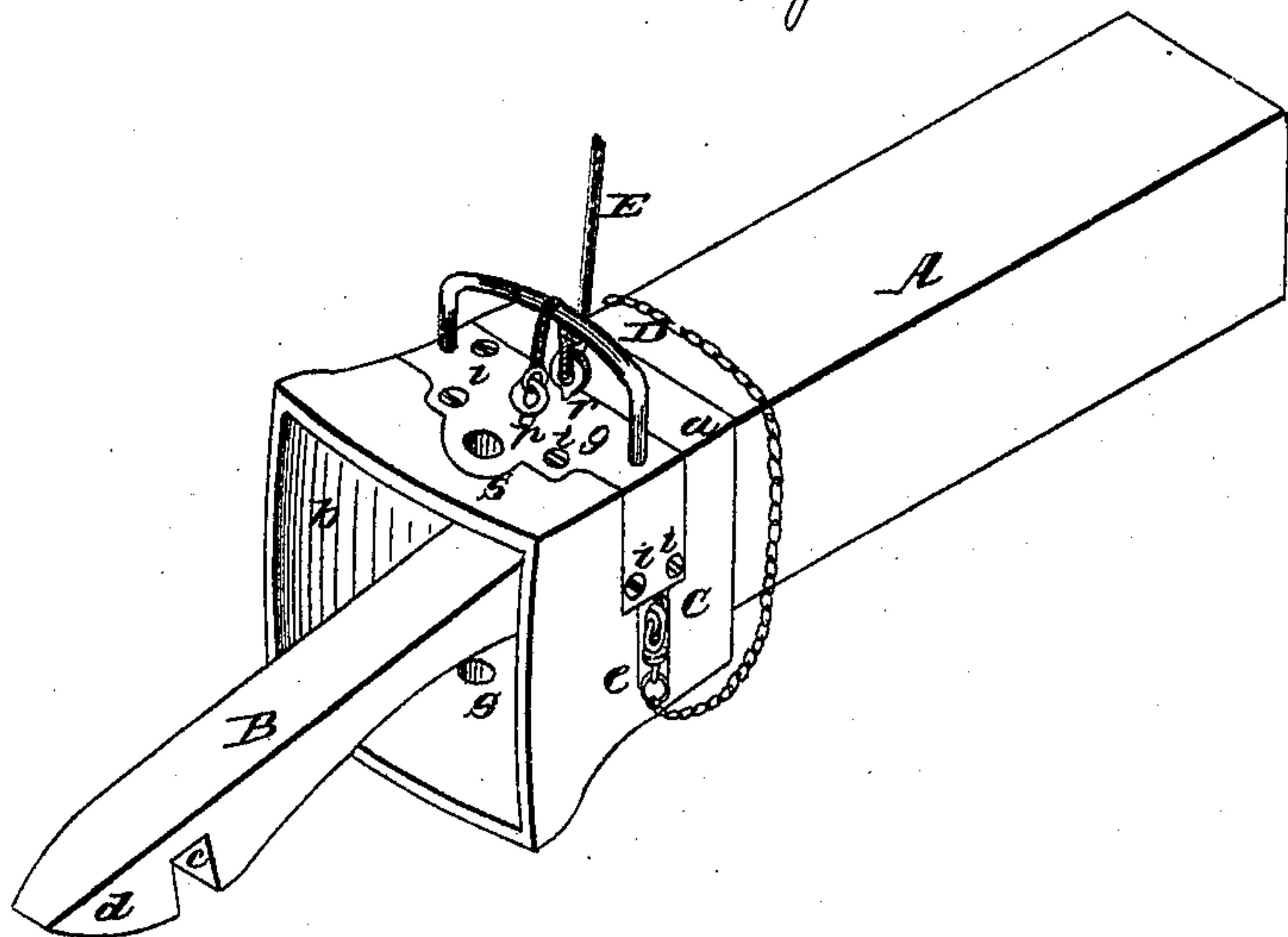


Fig. 3.

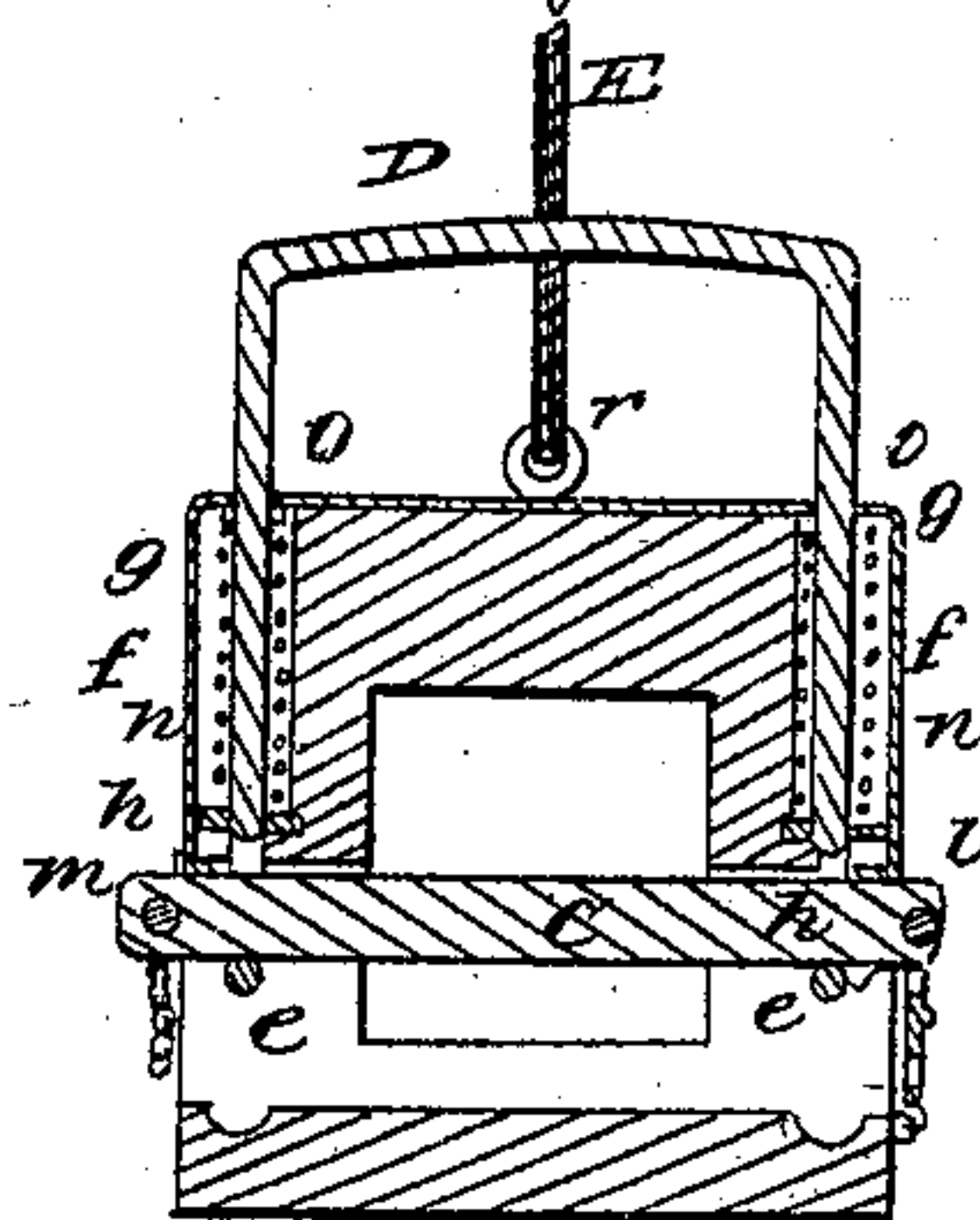
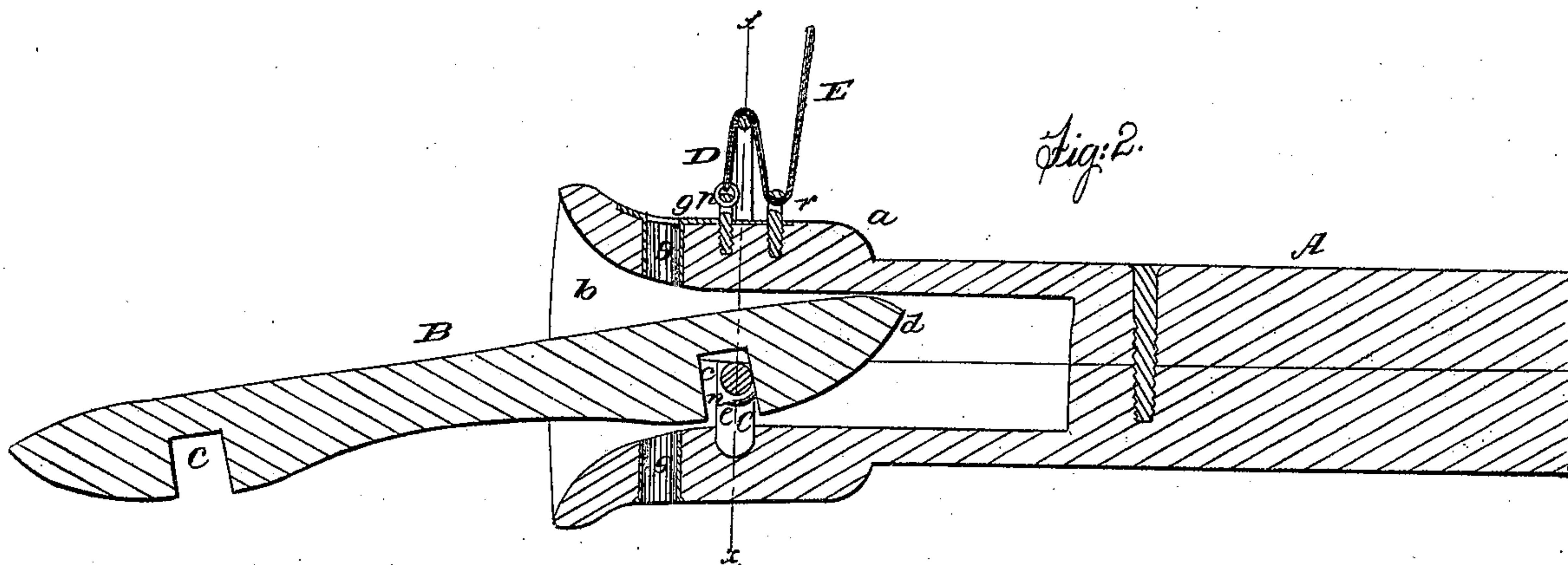


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

J. H. OSGOOD, JR., AND F. B. SHAW, OF BOSTON, MASSACHUSETTS.

RAILROAD-CAR COUPLING.

Specification of Letters Patent No. 31,127, dated January 15, 1861.

To all whom it may concern:

Be it known that we, J. H. Osgood, Jr., and F. B. SHAW, of Boston, in the county of Suffolk and State of Massachusetts, have invented an Improved Car-Coupling, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a view of a buffer or shackle bar with our improvements attached. Fig. 2 is a longitudinal section of the same. Fig. 3 is a transverse section on the line x, x , of Fig. 2.

The ordinary coupling of a link and bolt by which rail road cars are usually coupled is objectionable on account of the danger to which the person coupling the cars is exposed. We are aware that many devices have been suggested to obviate this danger by making the cars self-coupling when they are brought together.

Our present invention consists in a peculiar arrangement of the shackle bolt and parts connected therewith, by which the cars, which are self coupling, may be readily uncoupled from the platform of a passenger car, or from the top of a freight car; and if a car having the ordinary link coupling is brought up to one having our improved self coupling shackle attacher, the shackle bolt may be used in the ordinary way by dropping it vertically through the link.

That others skilled in the art may understand and use our invention we will proceed to describe the manner in which we have carried out the same.

In the said drawings A is the buffer or shackle bar, the head a of which has a flaring mouth b to receive the shackle or coupling B the end of which enters the mouth b when the cars are brought together, this coupling has a notch c near each end and is beveled off on the ends at d . A stout bolt C passes laterally through the head a of the buffer in a vertical slot e in which it rises and falls. The head a is cut away on each side forming a recess f . A metal cap g covers these recesses and is secured by screws i . A bent rod D passes down through the cap g and recesses f , it has an eye h formed at each end through which the bolt C passes; the bolt has a head l at one end,

and is secured by a spring key m at the other end. A spiral spring n is placed in each recess f , embracing the rod D, the springs tending to hold the rod and with it the bolt C up in the position shown in Fig. 3. The end of each spring bears against a stop o on the rod D.

When the cars are brought together the beveled end d of the coupling B as it enters the mouth b depresses the bolt C, against the resistance of the springs n ; the bolt again springing up into the notch c to hold the coupling. When it is required to uncouple the cars, the attendant standing on the platform, simply depresses the rod D with his foot, when the cars are left free to separate—or in case of a freight car where there is no platform, a chain or cord E is used. One end of this chain is attached at p to the top of the head a , it is then led over the horizontal part of the rod D through a staple or pulley r attached to the head a , and thence to the top of the car. The attendant by pulling up on this chain E depresses the rod D and with it the bolt C, as in the former case and frees the cars.

If a car having our improved coupling attached, should be brought up to one furnished with the ordinary link coupling, it will only be necessary to take out the spring key m , withdraw the bolt C and insert it vertically in holes s made for the purpose in the head a .

The above described coupling is neat, strong and compact, can be readily operated from either the platform of a passenger car, or the top of a freight car, and can be quickly and easily altered to accommodate the ordinary link coupling when required.

It will be observed also that while our improved automatic coupling possesses the capability of being readily operated by the foot of the operator, or from the top of a freight car its construction is such that when operated in the former manner only a very slight projection above the platform (of the bar D) exists and that the simple appliance requisite for its operation on the freight car is all removed, when it is applied to the passenger car.

What we claim as new and desire to secure by Letters Patent is—

1. The combined arrangement of the U-

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shaped bar D, cross bar C, and spiral springs, *n, n*, the whole constructed and operating as specified and in connection with the eyes *p*, and *r*, for freight cars—as described.

5 2. Making the cross bar, C, detachable, or removable, to be employed in connection with the hole, *s*, when it is necessary to

couple onto a car having the ordinary coupling.

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Witnesses:

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