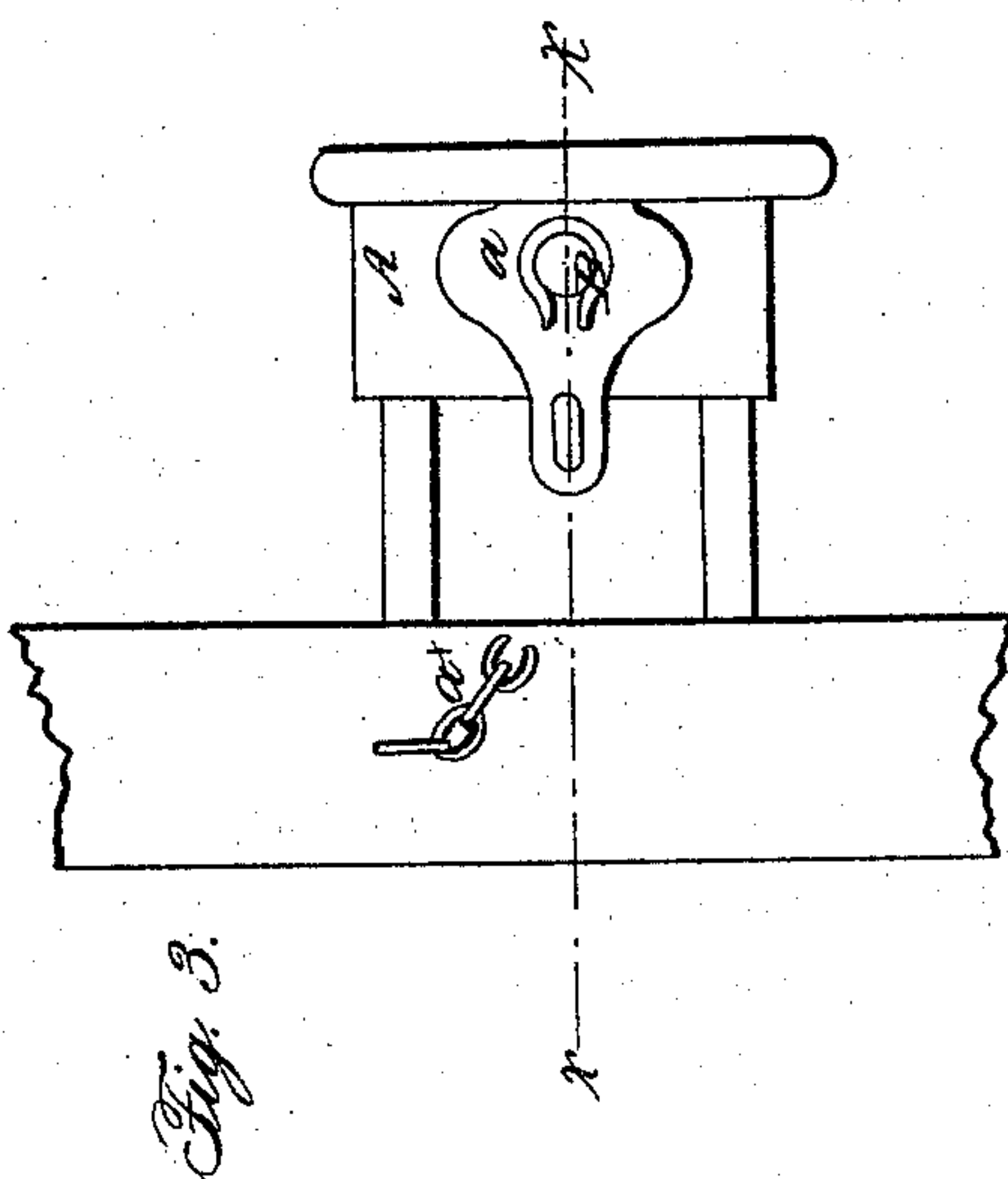
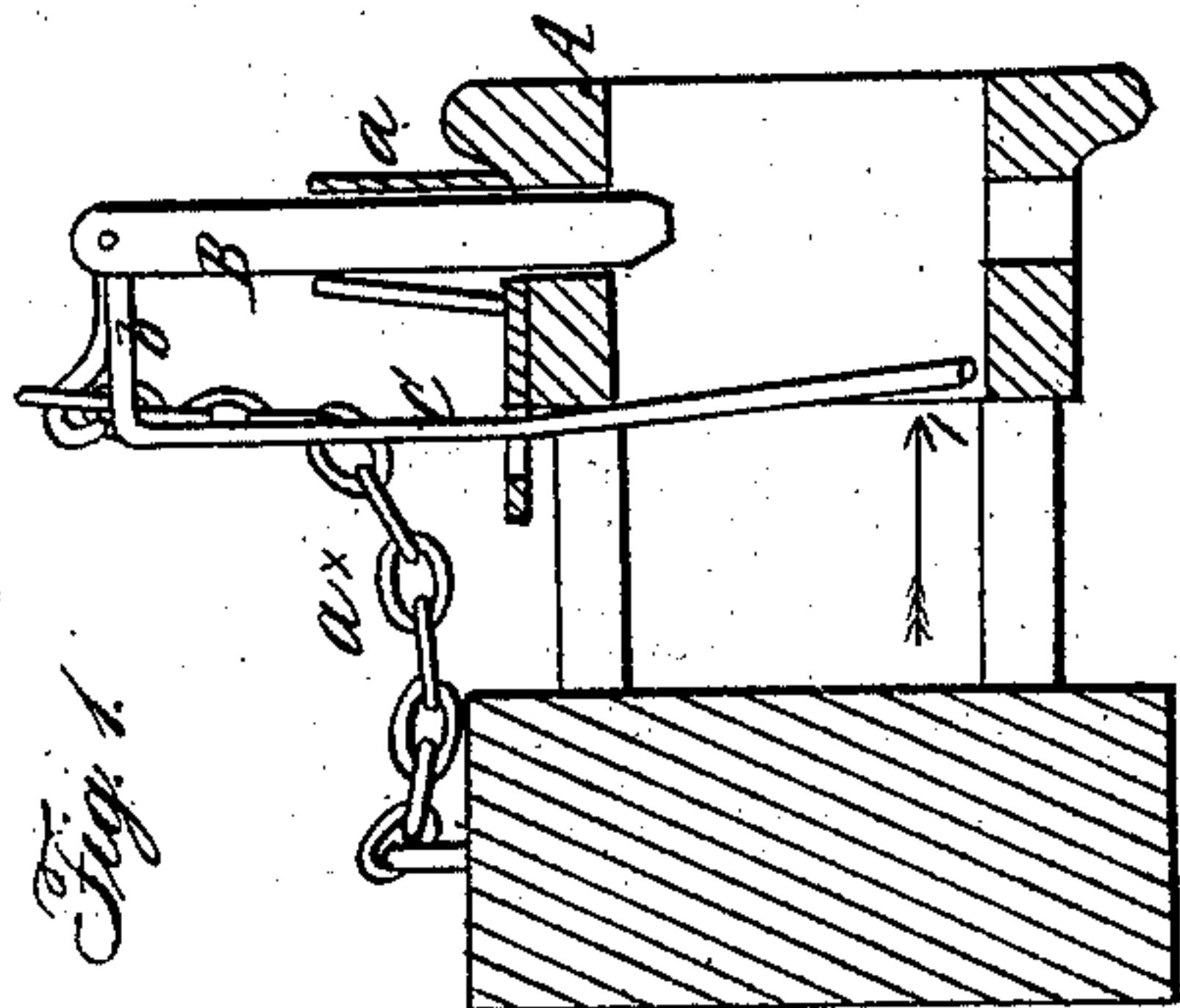
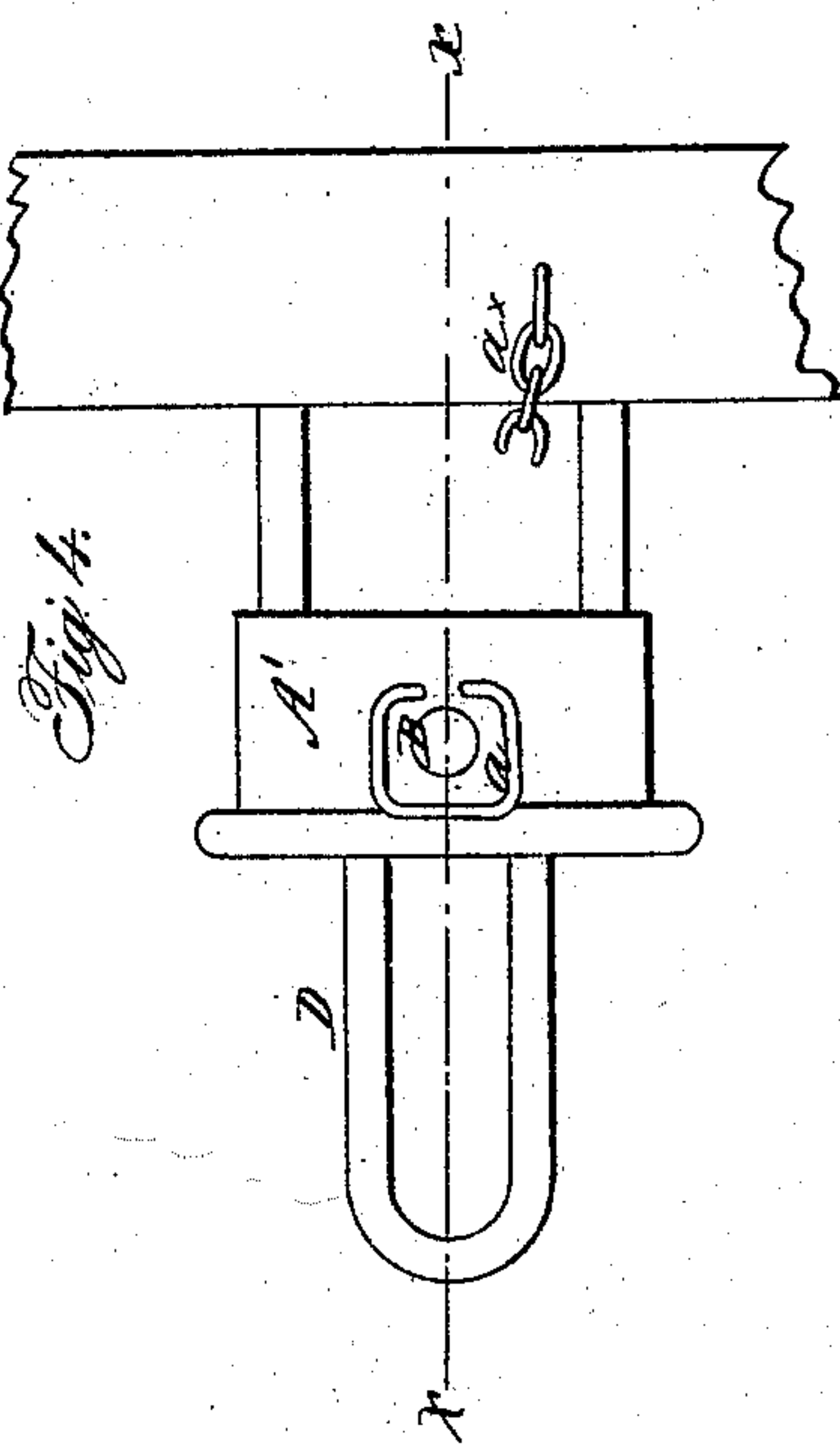
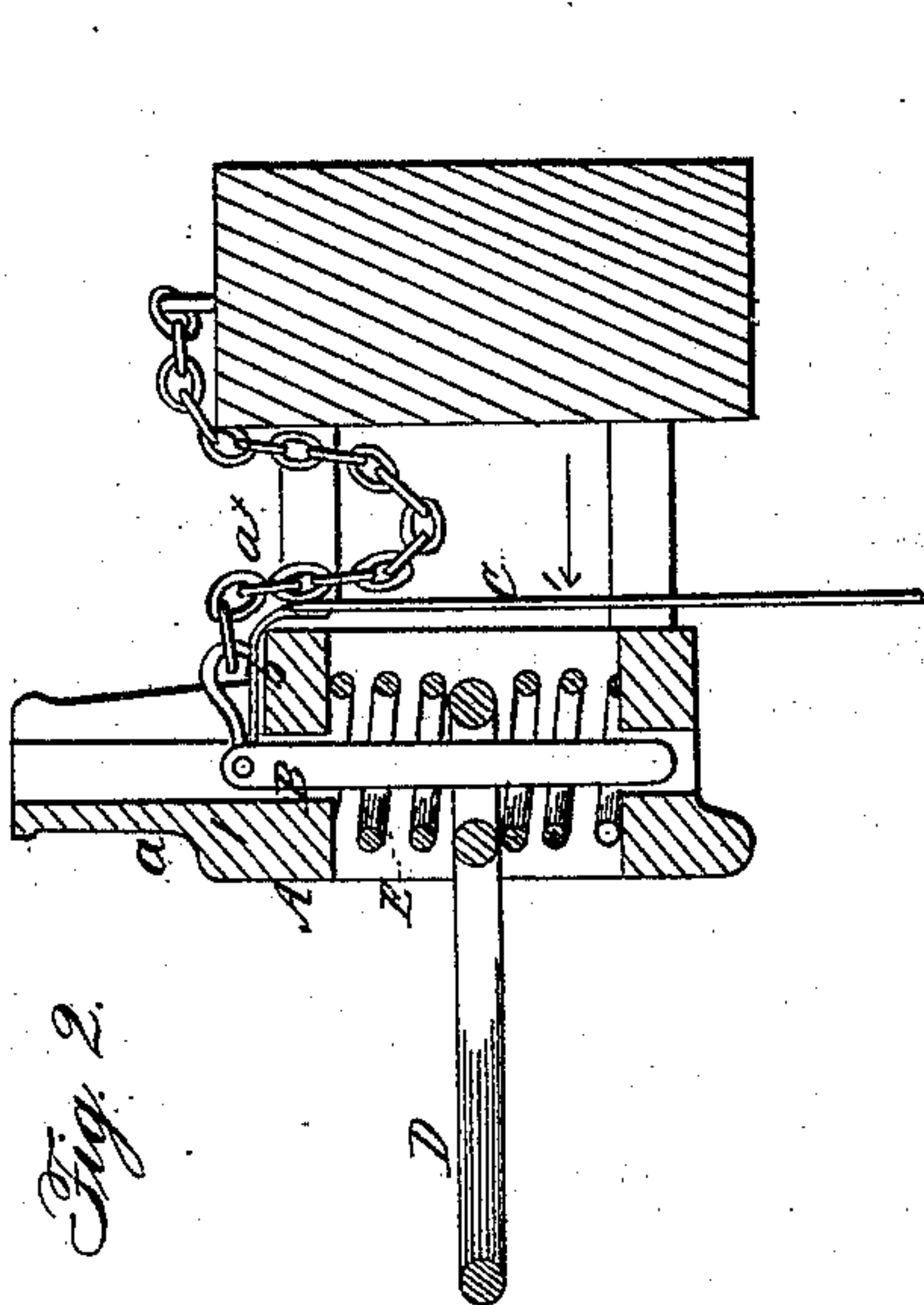


A. H. TREGO.
Car Coupling.

No. { 1,539, }
 { 32,543. }

Patented June 11, 1861.



Witnesses:

J. W. Coombs
R. B. Spence

Inventor:

Alex Trego
per Munn & Co
attorneys

U. S. PATENT OFFICE.

No. 1,539.

1861.

WHOLE No. 32,543.

Car Coupling.

A. H. TREGO, OF LAMBERTVILLE, NEW JERSEY.

Letters Patent No. 1,539, dated June 11, 1861.

SPECIFICATION.

TO ALL WHOM IT MAY CONCERN:

Be it known, that I, A. H. TREGO, of Lambertville, in the county of Hunterdon and State of New Jersey, have invented a new and improved Car Coupling, and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings making a part of this specification, in which—

Figures 1 and 2 are longitudinal vertical sections of my invention, taken in the line $x\ x$, figures 3 and 4.

Figures 3 and 4, plans or top views of ditto.

Similar letters of reference indicate corresponding parts in the several figures.

This invention relates to that class of car couplings which is termed self-coupling, and consists in attaching to the bolt a sustaining rod or bar, so arranged in relation with the draw-head that it may be acted upon by the shackle or link of an adjoining car, as it enters the draw-head, and made to release the bolt, so that the latter may drop into the link and couple the cars.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A A' represent the draw-heads of two adjoining railroad cars. These draw-heads may be of the usual or any proper form, and connected to the cars in the ordinary way. Each draw-head is provided with a bolt B which passes vertically into and through it, and is fitted in a socket or guide a at the top. This socket or guide may be cast with the draw-heads in one piece, as shown in draw-

Trego's Improved Car Coupling.

heads A'; but, in case my improvement is to be applied to the ordinary draw-heads, the sockets or guides may be secured by bolts or other proper means to the draw-heads; see draw-heads A, figures 1 and 3.

The bolts B have each attached to them a bar or rod C. These bars or rods are bent at their upper ends, as shown at *b*, so that they may project down behind the draw-heads when the bolts B are down within them; see figure 2. The bars or rods C are connected to the upper parts of the bolts B by pivots, so as to form joints and admit of the swinging of the bars or rods, the gravity of the latter having a tendency to keep their lower ends inwards towards the draw-heads, as indicated by the arrows 1 in figures 1 and 2.

D represents the shackle or link, which may be of the usual oblong form. To one end of this shackle or link a spiral spring E is attached at right angles. This spring is of such a length that it will be somewhat compressed, as it is inserted into the draw-head, and thereby retain the shackle or link in a horizontal position. This will be fully understood by referring to figure 2. The spring, it will be seen, is attached to the shackle or link about midway of its length, and each bolt B is attached to its car bed by a chain *a*.*

From the above description it will be seen, that when either bolt B is raised to elevate the shackle or link, the lower end of its bar C will pass within the back part of its draw-head and catch thereon and support the bolt in an elevated state, as shown clearly in figure 1; and it will also be seen, that, as the shackle or link D of the adjoining car enters the draw-head having the elevated bolt, that the shackle or link will strike the bar C and throw it out from the draw-head, so that said bolt will drop within the shackle or link and couple the cars.

I do not claim broadly a bolt so arranged as to be actuated or let down by the entrance of the shackle or link into the draw-head, for that has been previously accomplished, and various means devised for the purpose; nor do I claim broadly, or in the abstract, the sustaining of the shackle or bolt in the draw-head by a spring, for flat springs have been arranged for such purpose; but all, so far as I am aware, differ essentially from my within-described invention.

I claim, therefore, as new, and desire to secure by Letters Patent—

The attaching of rods or bars C to the bolts B, when said rods or bars are arranged as shown, so that their lower ends may, as the bolts are elevated, drop by their own gravity into the back parts of the draw-heads and sustain the bolts, the rods or bars being at the same time in such position as to be acted upon or thrown out by the entrance of the shackle or link into the draw-heads, so that the bolt may drop into the link, substantially as described.

Witnesses:

ASHBEL WELCH,
J. A. ANDERSON.

A. H. TREGO.