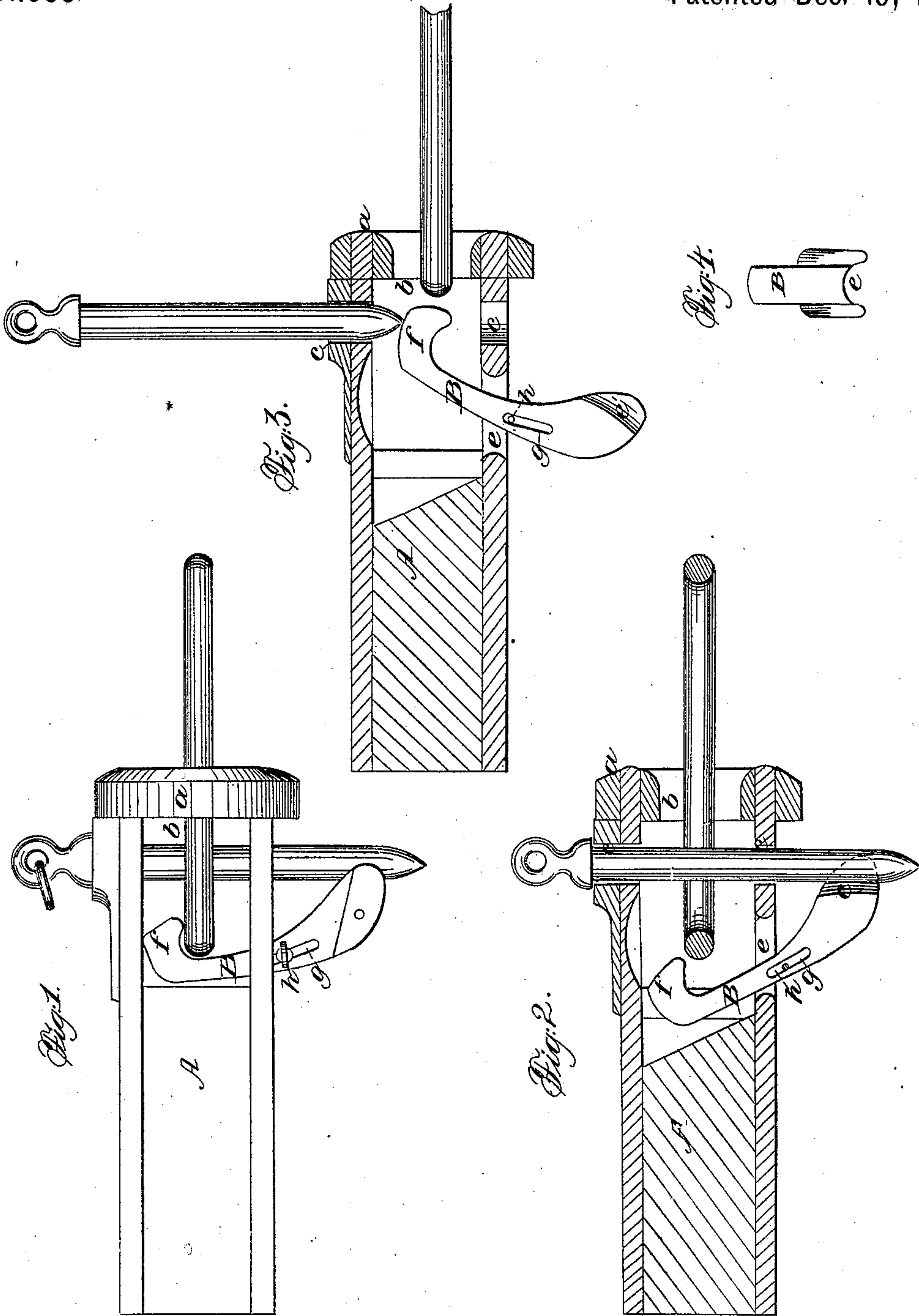


L. MOODY.  
Car Coupling.

No. 51,608.

Patented Dec. 19, 1865



Witnesses

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Inventor.

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per  
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att'y

# UNITED STATES PATENT OFFICE.

LORING MOODY, OF MALDEN, MASSACHUSETTS.

## IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. 51,608, dated December 19, 1865.

*To all whom it may concern:*

Be it known that I, LORING MOODY, of Malden, in the county of Middlesex and State of Massachusetts, have invented an Improved Railway-Car Coupling; and I do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a side elevation, and Fig. 2 a longitudinal section of a railway-carriage draw-bar as provided with my invention, the coupling-link being shown as on the said bar. Fig. 3 is a similar section, in which the pin and the tripper are shown in the positions they assume preparatory to the entrance of the coupling-link and the chamber of the bar.

A in the drawings is the draw-bar, made in the usual manner—viz., with a bunter-head, *a*, a link-receiving recess or chamber, *b*, and a pin-hole or passage, *c*. A gravitating tripper, *B*, is arranged within the said chamber and extends downward through an elongated passage, *e*, leading downward out of it and in rear of the pin-hole. This gravitating tripper I make in the form as represented in the drawings—viz., as a bent lever, the lower arm of which should be weighted or so made to overbalance the upper arm as to cause the latter, when the pin is out of the chamber *b*, to be moved forward directly underneath that part of the pin-passage which leads upward from the said chamber. The heavier or lower arm of the tripper is also notched or forked, so as to be capable of straddling the pin when extending through the draw-bar, the same being as shown at *e'* in Fig. 4, which is a lower-end view of the tripper. Furthermore, at the upper part of the upper arm of the tripper there is a hook or projection, *f*, which extends from the said arm in manner as represented. A slot, *g*, is made through the tripper, and receives the pin or fulcrum *h*, which supports the tripper in its connection with the draw-bar and goes transversely through two eyes, *x*, extended from the lower side of such bar.

On raising the shackling-pin above the chamber of the draw-bar the action of gravity on

the lower arm of the tripper will cause such arm to fall back in a manner to project the upper arm of such tripper forward underneath the pin, whereby it will be caused to support such pin in an elevated position. The link, on entering into the chamber of the bar, will be forced against the upper arm of the tripper, so as to move it from underneath the shackling-pin, and permit such pin to drop down into the bar and through the link. The slot in the tripper will allow it to play up and down with the link. The projection of the upper arm of the tripper will not only aid the link in lifting the tripper, but will estop the link from passing over the upper end of the tripper and becoming clogged between the tripper and the top of the chamber of the draw-bar. The recess in the lower arm of the tripper will prevent the said arm from being so borne against the shackling-pin as to throw or force it upward while the link may be in the act of being suddenly forced backward against the upper arm of the tripper. The slotted gravitating tripper will allow a freedom of motion to the link in all directions in which it is liable to be moved by the carriages while they may be in motion and coupled or connected by it. By its pressure against the end of the link the tripper will so force the link against the shackling-pin as to hold such link in a horizontal position preparatory to entering into another draw-bar for being coupled thereto.

I do not claim the combination of a gravitating-trippper with a draw-bar; but

What I do claim as my improvement is—

1. The arrangement and combination of the projection *f* and the slot *g* with the gravitating tripper and its supporting pin or fulcrum.
2. The construction of the lower or heavier arm of the tripper with the notch *e'* arranged in it, as and for the purpose hereinbefore set forth.

LORING MOODY.

Witnesses:

R. H. EDDY,  
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