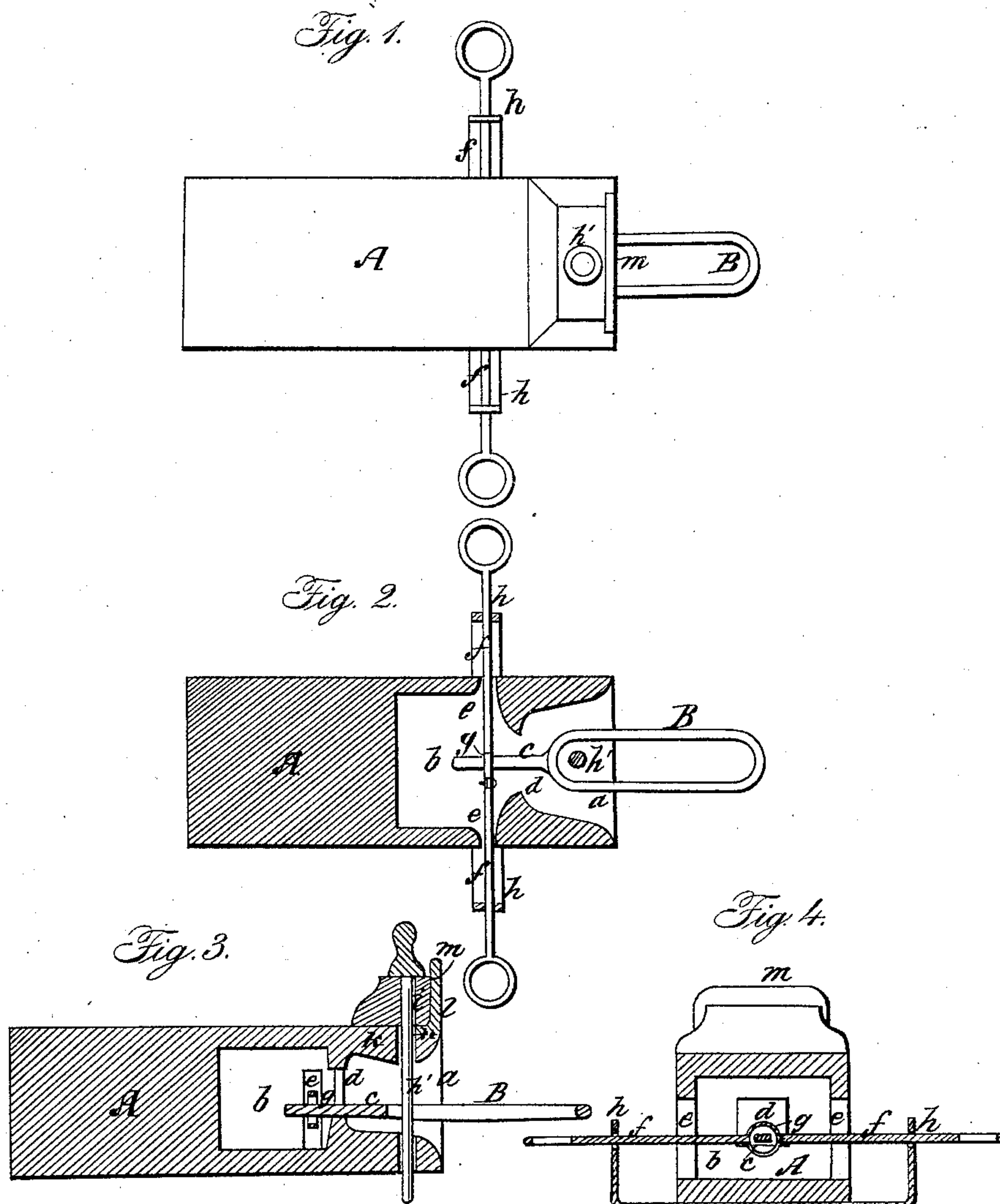


N. ROBBINS, Jr.

Car Coupling.

No. 55,537.

Patented June 12, 1866.



Witnesses:

Samuel C. Piper
Hewitt

Inventor:

Nathaniel Robbins

by his attorney.

R. U. Eddy

UNITED STATES PATENT OFFICE.

NATHANIEL ROBBINS, JR., OF ROCKPORT, MASSACHUSETTS.

IMPROVED CAR-COUPLING.

Specification forming part of Letters Patent No. **55,537**, dated June 12, 1866.

To all whom it may concern:

Be it known that I, NATHANIEL ROBBINS, Jr., of Rockport, in the county of Essex and State of Massachusetts, have invented a new or Improved Railway-Carriage 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 top view, Fig. 2 a horizontal section, and Fig. 3 a vertical section, of it.

In such drawings, A denotes the ordinary draw-bar of a railway-carriage, it being formed with a flaring mouth, *a*, leading out of a chamber, *b*.

In carrying out my invention I form the connection-link shown at B with an arm, *c*, to extend from one end of it. I also open the flaring mouth into the chamber *b* by a passage or throat, *d*.

The arm-chamber *b* has vertical slots *e e* formed in its opposite sides for the reception of two rods, *f f*, which are hinged together, and one of them is provided with an eye, *g'*, to receive the arm of the link.

Fig. 4 is a transverse section of the draw-bar, taken through the two rods and their eye. Each of the rods slides through and is supported in one of the two bent arms *h h*, affixed to and arranged with respect to the draw-bar as represented.

When the link is in place in the draw-bar its arm is in the eye *g*. Under these circumstances a person by laying hold of the rod *f* can move the link or manipulate it so as to direct it so that it will enter the mouth of the draw-bar of an approaching carriage with which connection is to be made. Thus, by means of

the rods and their eye and the arm applied to the link, a person, without being obliged to go between the two cars, where he would be liable to injured or crushed, can direct the link or impart to it a proper position for it to enter the mouth of the draw-bar of another or approaching carriage.

The link-pin is shown at *h* as applied to a hole or passage, *i*, going down through the mouth of the draw-bar, and a chamber, *k*, arranged above such mouth, such chamber being for reception of a slide, *l*, provided with a bunter or head, *m*. A hole, *n*, made down through the slide, comes into line with the pin-passage *i* when the slide is back to its rearmost position; but when the slide is partially drawn out of the chamber, and the pin is placed in that part of the pin-passage which is over the slide, it will rest on the slide. On the carriages coming together the slide will be driven back into its chamber, so as to allow the pin to go through the link.

I claim—

In combination with the link and the draw-bar, a mechanism, substantially such as described, or its equivalent, for enabling a person, without going between the cars or taking a position where he will be liable to be crushed by and between them, to control and direct the link with respect to its entrance into the mouth of another draw-bar, as specified, such mechanism being the arm applied to the link and the rod or rods arranged on the draw-bar, the whole being as set forth.

NATHL. ROBBINS, JR.

Witnesses:

R. H. EDDY,
F. P. HALE, Jr.