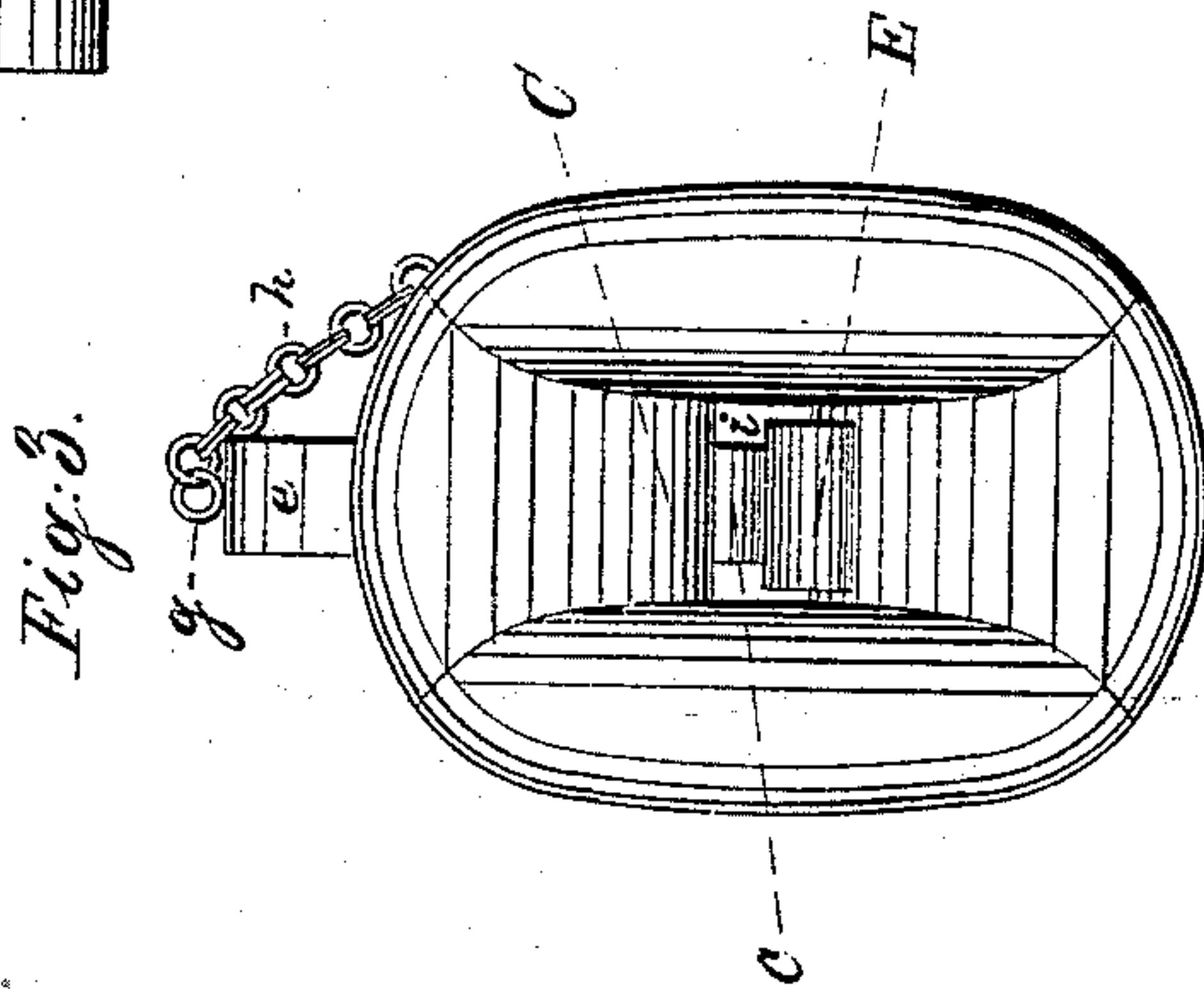
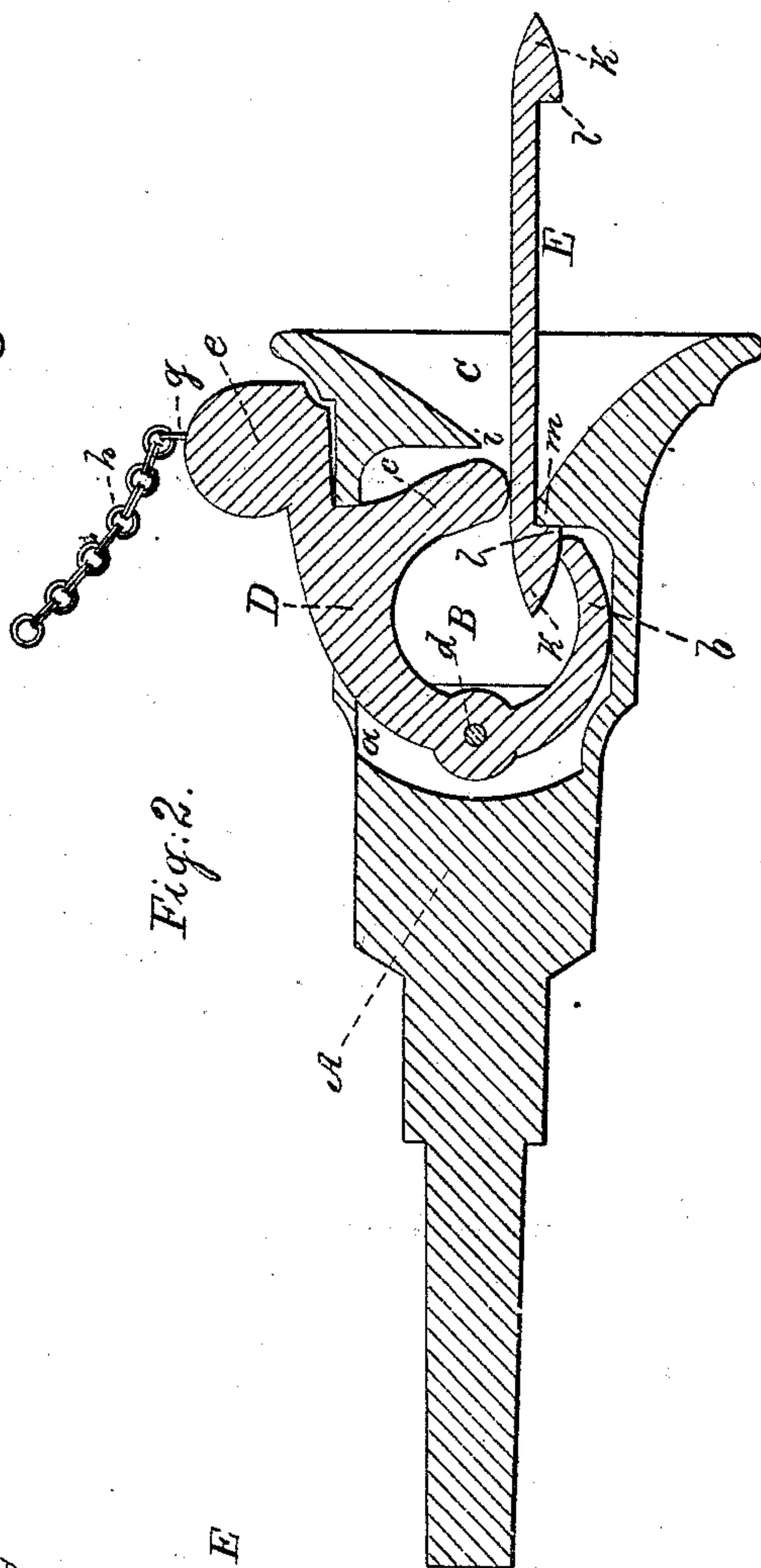
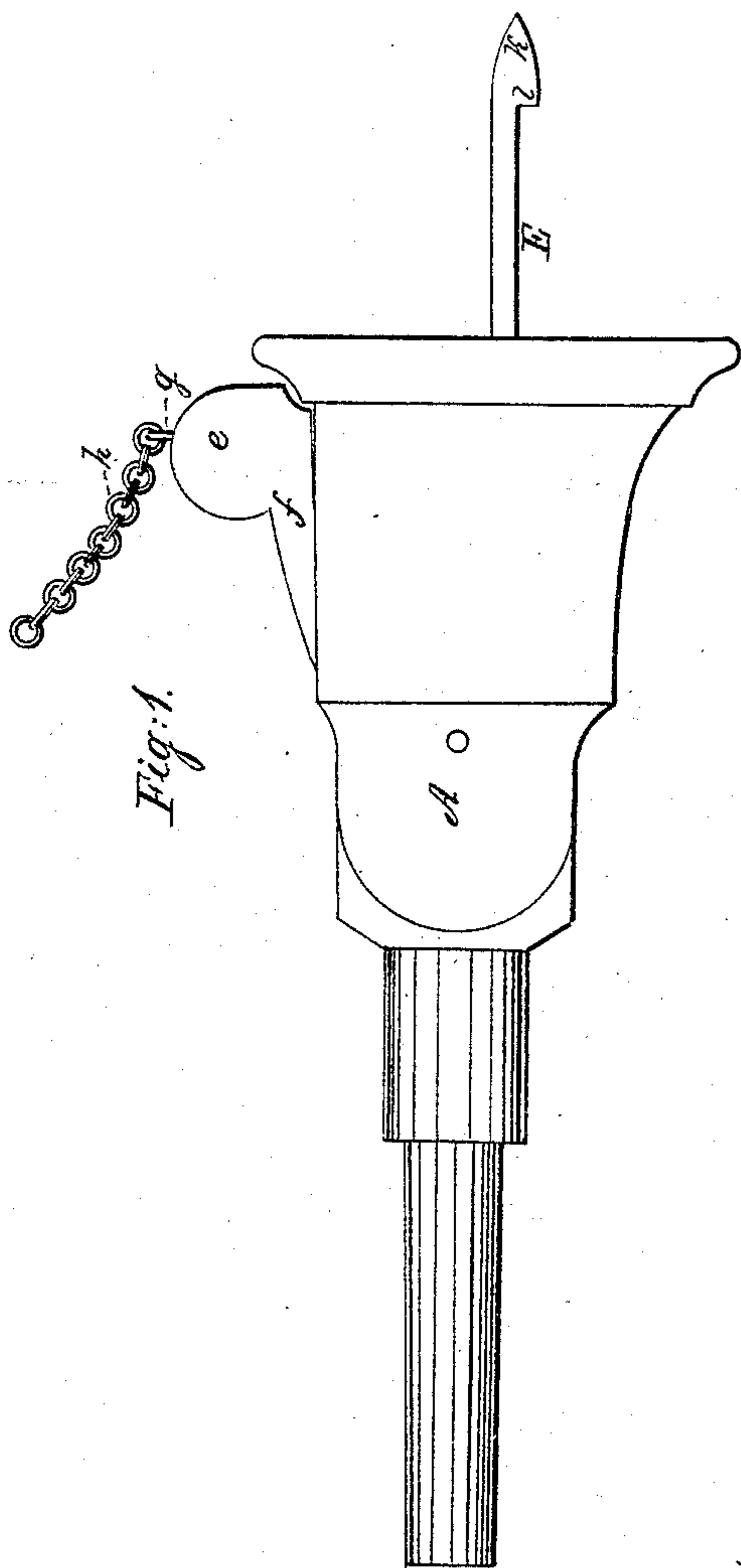


Car Coupling.

Patented Nov. 17, 1868.



Witnesses:

S. V. Pher.
J. R. Snow.

Inventor.

John H. Chadwick
by his attorney
R. H. Eddy

United States Patent Office.

JOHN H. CHADWICK, OF BRISTOL, ASSIGNOR TO HIMSELF AND
GEORGE B. PECK, OF WARREN, RHODE ISLAND.

Letters Patent No. 84,049, dated November 17, 1868.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

To all persons to whom these presents may come:

Be it known that I, JOHN H. CHADWICK, of Bristol, in the county of Bristol, and State of Rhode Island, have invented an Improved Railway-Carriage Coupling; and 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,

Figure 2, a longitudinal section, and

Figure 3, a front elevation of a railway-carriage draw-bar with my invention applied to it.

In such drawings, A denotes the draw-bar, having within it a chamber, B, provided with a flaring mouth, C. The mouth, at its junction *i* with the chamber, is rectangular in shape, and the front end of the chamber is a vertical plane.

A passage or slot, *a*, leads out of the top of the chamber B.

A lever, D, provided with two curved arms *b c*, extended from it in manner as represented in fig. 2; is arranged within the chamber B, and projects out of the chamber, or through the slot *a* thereof, in manner as shown in the said figure.

The upper arm *f* of the lever has a weight, *e*, fastened to it, there being a staple, *g*, projected from the weight for the purpose of attaching a rope or a chain, *h*, to the weight.

The fulcrum *d* of the lever D is a pin going through the lever and the two opposite sides of the chamber B.

The draw or connection-rod E, used to effect the coupling of two cars having draw-bars provided with a chamber and coupling-lever, made and arranged substantially as described, is shown at E, it being furnished with two projections or shoulders *l l*, and two wedged or pointed rods *k k*, formed and disposed as shown in fig. 2.

When the connection-bar E, which projects from the draw-bar of one carriage is in the act of being moved toward and into the chamber of the draw-bar of another

carriage, the forward nose *k* of the bar E will be forced against the lower end of the auxiliary arm *c* of the lever D, and will thereby move the lever on its fulcrum, so as to enable the nose *k* to pass into the circular space between the arms *b c*. The bar E continuing to advance, will move the arm *b* below the fulcrum *d*, and consequently will move the lever in an opposite direction, and the bar E down, so that when next pulled back, such bar E will catch upon the part, *m*, between the mouth *c* and the chamber B thereof, and thereby effect the coupling of the bar E to the draw-bar.

The weight *e*, with the auxiliary arm *c*, serves to keep the bar E in connection with the part, *m*. On raising the weight and the arm *f* of the lever D, the arm *b* will be forced against the nose *k* of the bar E, so as to elevate the shoulder *l* of such nose above the abutment or part, *m*, and thereby enable the bar E to be drawn out of connection with the draw-bar.

I am aware of the invention described in the United States patent, No. 5,961, dated December 12, 1848, and granted to Daniel R. Pratt, for a car-coupling, and make no claim thereto.

With my invention it will be seen that I do not employ an open link for connecting the two carriages, and that my coupling-bar E catches or hooks upon a part, *m*, of the draw-bar, in order for the connection of such two bars. Also, that while the cars are coupled, it is so held in connection by the lever D.

I therefore claim the arrangement and combination of the arms *b c*, and part or abutment, *m*, with the lever D, the draw-bar chamber B, and its mouth C, substantially as described, the whole being to operate in manner and for the purpose specified, with a connection-bar, E, made as set forth.

JOHN H. CHADWICK.

Witnesses:

R. H. EDDY,
SAMUEL N. PIPER.