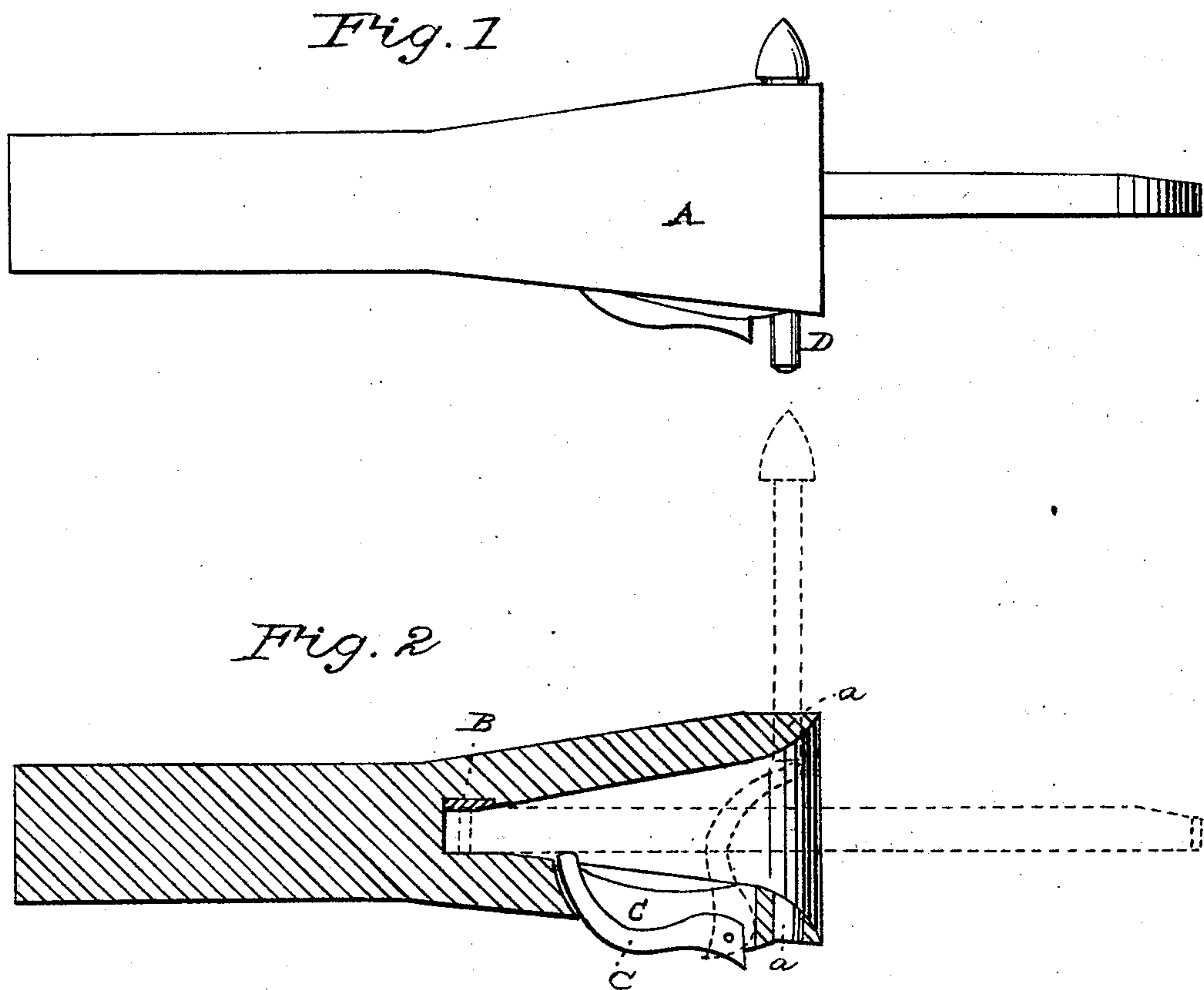


J. N. ROBBINS.
Car Coupling.

No. 96,732.

Patented Nov. 9, 1869.



Witnesses

G. F. Brown
Fred Thomas

Inventor

Jasper Robbins
by S. W. Beadle atty

United States Patent Office.

JASPER N. ROBBINS, OF GOSHEN, OHIO.

Letters Patent No. 96,732, dated November 9, 1869.

IMPROVED CAR-COUPLING.

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

To all whom it may concern:

Be it known that I, JASPER N. ROBBINS, of Goshen, in the county of Clermont, and State of Ohio, have invented a new and useful Improvement in Car-Coupling; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

This invention relates to car-couplings, and consists in the employment of an elastic pad, so located and arranged in the draw-head as to yield at the entrance of the link, and, by its subsequent expansion, firmly hold the same in a horizontal line, in combination with a holder, by means of which the pin is held up in position, ready for coupling, until the link enters the draw-head. The details of construction and manner of operation will be fully described hereinafter.

In the drawings—

Figure 1 represents a side elevation of my invention, and

Figure 2, a longitudinal vertical central section of the same.

To enable others skilled in the art to make and use my invention, I will now proceed to fully describe its construction and operation.

A represents a draw-head, of the ordinary construction, which is provided with the holes *a a*, above and below, through which the pin D passes.

B represents a pad, of rubber or other elastic substance, which is located at the bottom of the draw-head, near its end, as shown in the drawing.

The distance between the exposed surface of the pad and the opposite part of the draw-head is little less than the width of the link.

C represents the holder, by which the pin is upheld, when in position for coupling, which consists of a curved metal bar, an end of which is pivoted to the lower half of the draw-head, as shown in the drawings.

When the link is in the draw-head, this holder rests

in the slot *c*; but, when the former is withdrawn, the latter is thrown up, as shown in fig. 2, in which position it sustains the coupling-pin, its upper end being directly beneath the upper pin-hole.

From this description, the operation of my coupler will be easily understood.

When it is desired to couple the cars, the coupling-pin in one of the draw-heads is caused to rest upon the holder, and the link is placed in the other. The cars are then forced together. The link, of course, in entering the adjacent draw-head, will throw down the holder, and thus, leaving the pin without support, will cause it to drop into place, and complete the fastening. The end of the link E, before it completes its movement in the draw-head, forces itself into the space between the rubber pad and the opposite surface of the draw-head, in which position it is firmly held by the expansion of the rubber. The link is thus always firmly held in a horizontal line, and there is no danger of failure, in attempting to couple up, on account of the depression of the link.

This arrangement, herein described, enables the cars to be automatically coupled. There is no necessity for placing the person between the cars, nor for the use of the hands in coupling them. The device is simple in construction, and it may be applied to the ordinary draw-heads now in use.

Having thus fully described my invention,

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

The draw-head A, pad B, and holder C, when combined as and for the purpose described.

This specification signed and witnessed, this 3d day of August, 1869.

J. N. ROBBINS.

Witnesses:

GEO. W. HOLMES,
GEO. JOHNSON.