W. H. HAMMOND.

Car-Couplings.

No. 150,031. Patented April 21, 1874.

Fig. 1.

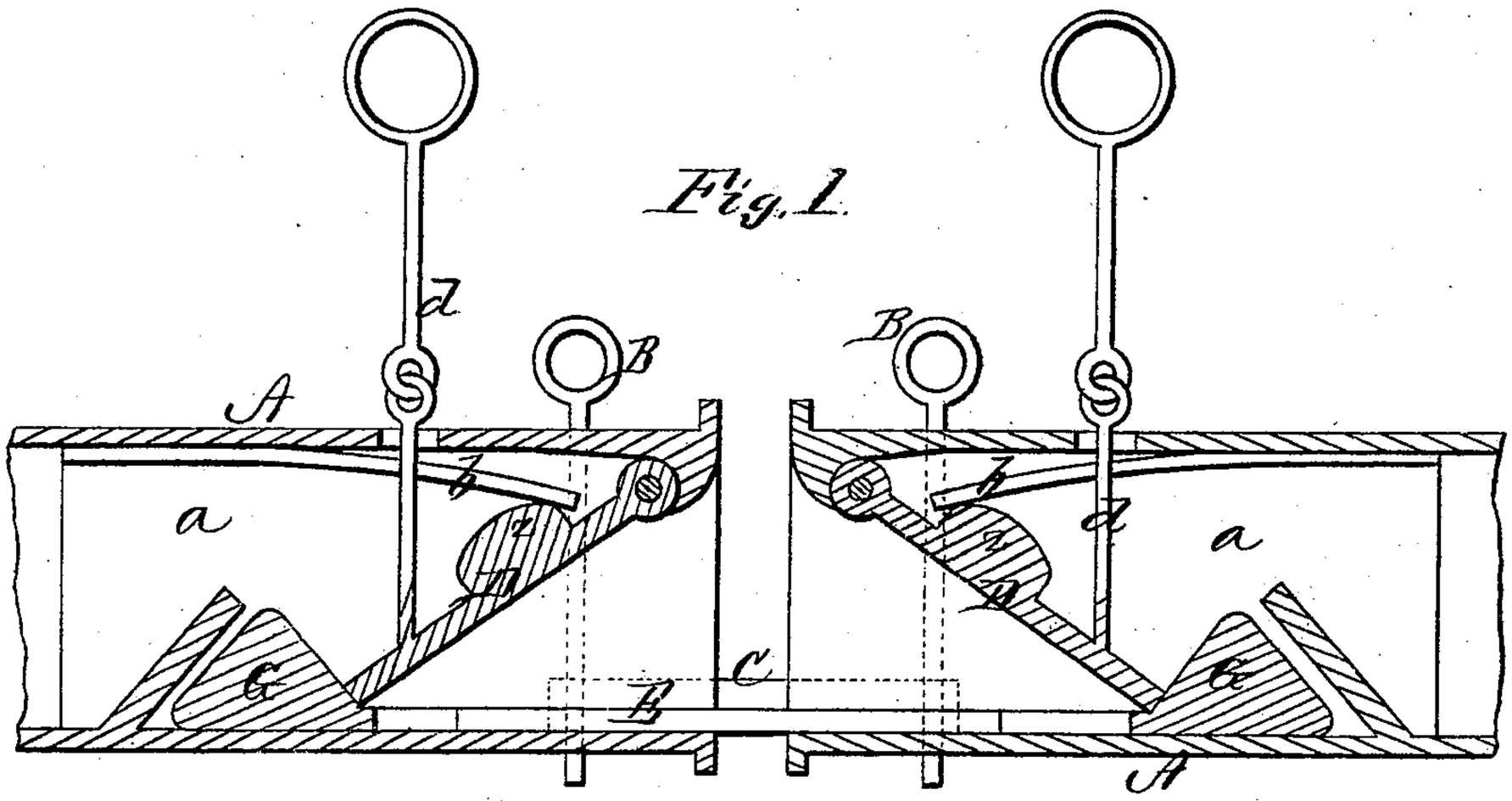
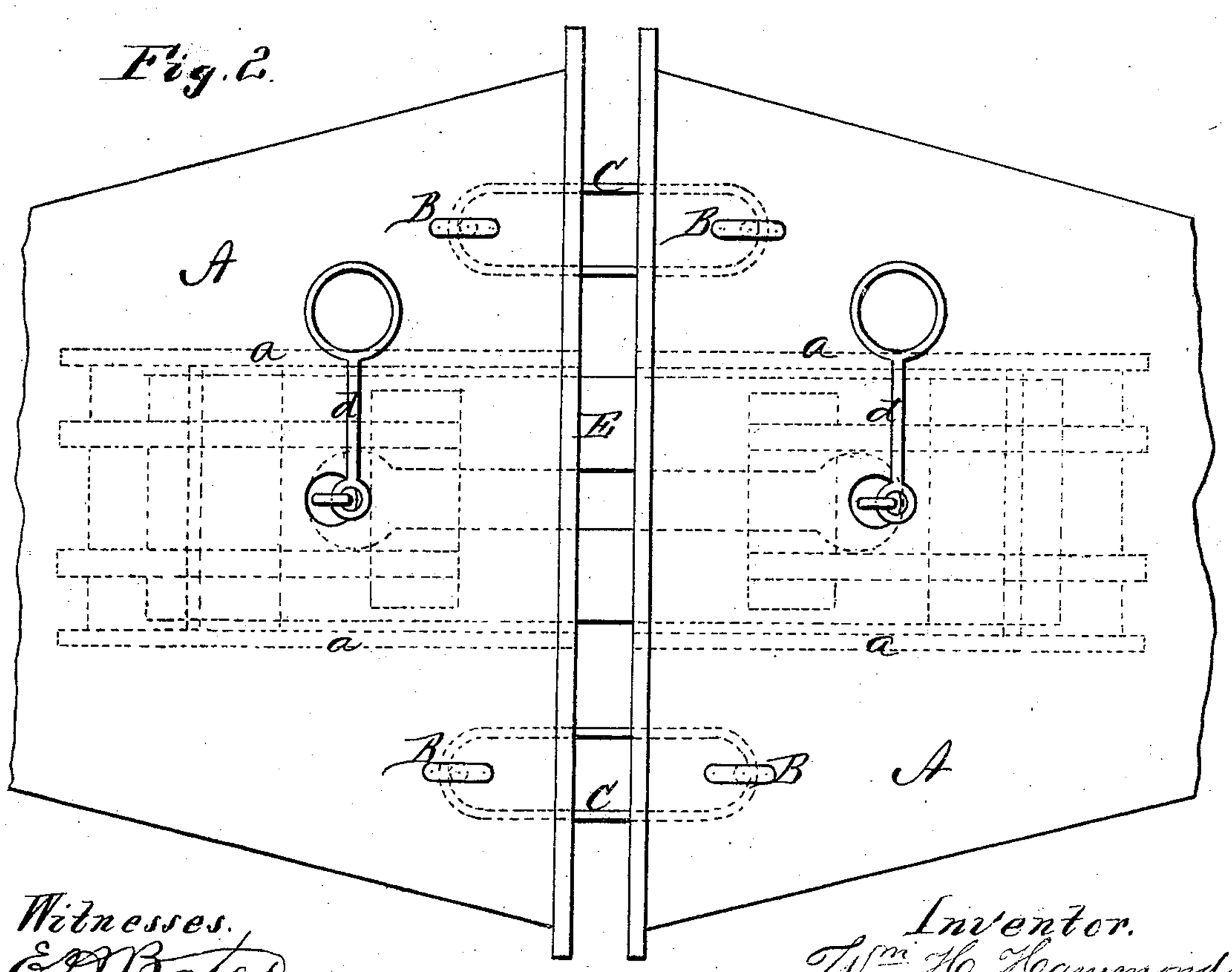


Fig. 2.



Witnesses.
E. A. Bates.
George E. Upham.

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UNITED STATES PATENT OFFICE.

WILLIAM H. HAMMOND, OF SYRACUSE, OHIO.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **150,031**, dated April 21, 1874; application filed July 26, 1873.

To all whom it may concern:

Be it known that I, WILLIAM H. HAMMOND, of Syracuse, in the county of Morgan and State of Ohio, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of my invention in longitudinal vertical section; and Fig. 2 is a plan view of the same.

My invention relates to devices for coupling two railroad-cars together; and it consists in a drop or gate with cam projection, and a spring arranged in the center chamber of a three-chambered bumper, as hereinafter more fully described.

In the accompanying drawing, like letters indicate corresponding parts.

A A represent the draw-heads or bumpers of two adjoining railroad-cars, each of which is divided by two vertical partitions, *a a*, into three compartments or chambers. The side chambers are each provided with a pin, B, and link C, for use as the ordinary pin and link coupling. In the roof at the front end of the center chamber is hinged a drop or gate, D, which extends toward the rear, and is pressed downward by means of a spring, *b*. The drop D has a rod, *d*, attached to it, whereby it can easily be raised when it is desired to uncouple the cars, said rod extending up to and through the platform of the car, or to the top of the same, according to as it is a passenger or freight car. E represents a longitudinally-slotted plate or bar, provided at each end on the upper side with a projection or head, G, the transverse section of which is an inverted **V**, as shown in Fig. 1.

It will readily be seen that this bar, being forced into the center chamber of the draw-head, will raise the drop or gate D, and as soon as the head has passed the spring *b* forces it down in front thereof, thereby coupling the cars.

If either car should, by any accident, be turned over, the bar E will raise the drop and pass out.

The side links C C, when used in connection with the center coupling, prevents any unnecessary lateral motion of the cars. By having the bar E crooked or bent, cars of unequal height may be coupled; and a car with this coupling may be coupled to a car with the ordinary pin and link coupling.

The back of the gate D is provided with a cam-projection, *z*, for the end of the spring *b* to ride upon. Friction is saved by this means, and the action of the spring intensified as the gate is raised.

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

The drop or gate D having cam projection *z*, in combination with the spring *b* and the slotted bar E having heads G G in the bumper A, substantially as and for the purposes herein set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WILLIAM HENRY HAMMOND.

Witnesses:
H. HARDY,
F. M. WOODFIN.