

(No Model.)

T. A. TRUDELL & E. MAHEUX.
Car Coupling.

No. 235,045.

Patented Nov. 30, 1880.

Fig. 1

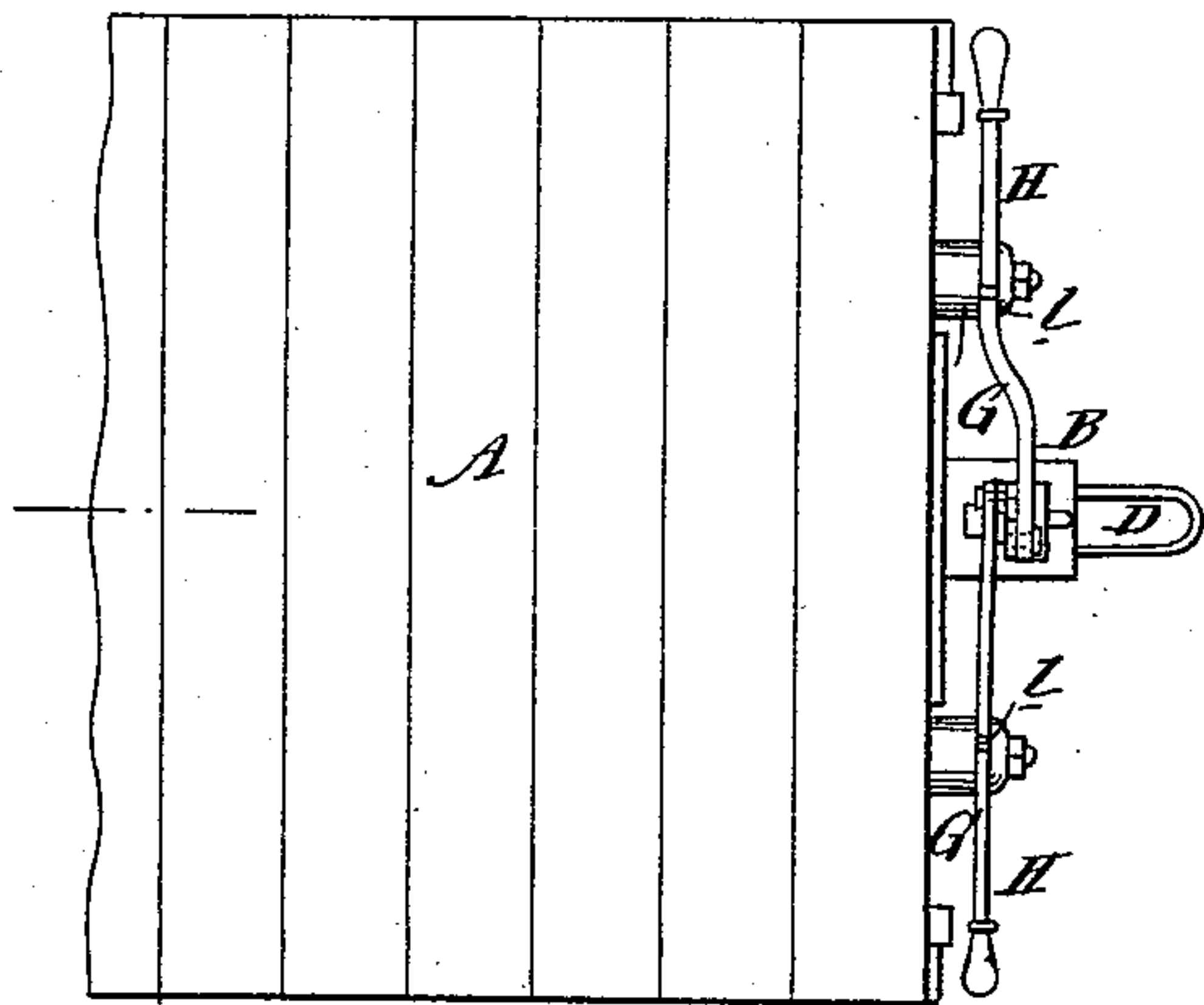


Fig. 2

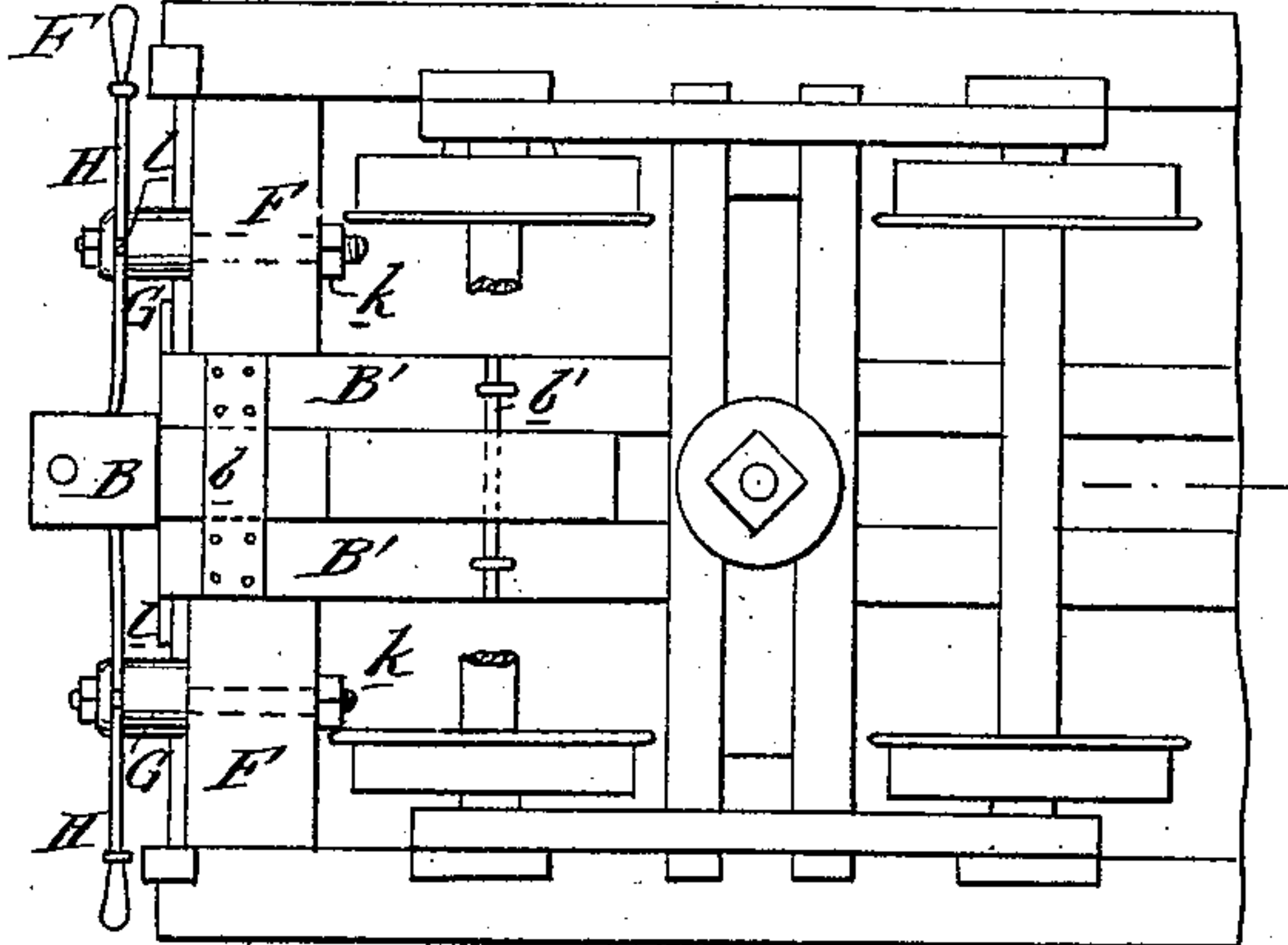


Fig. 3

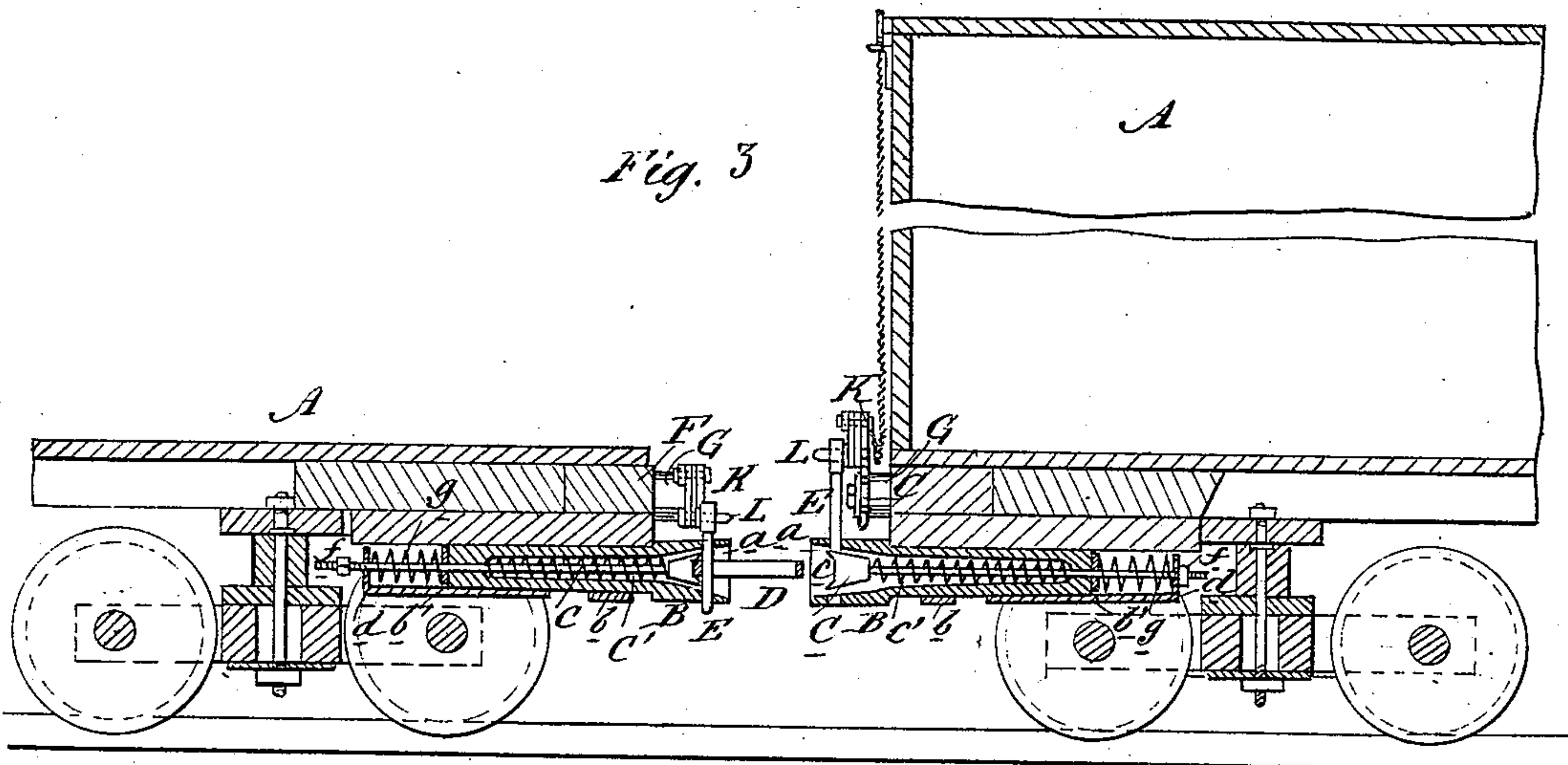
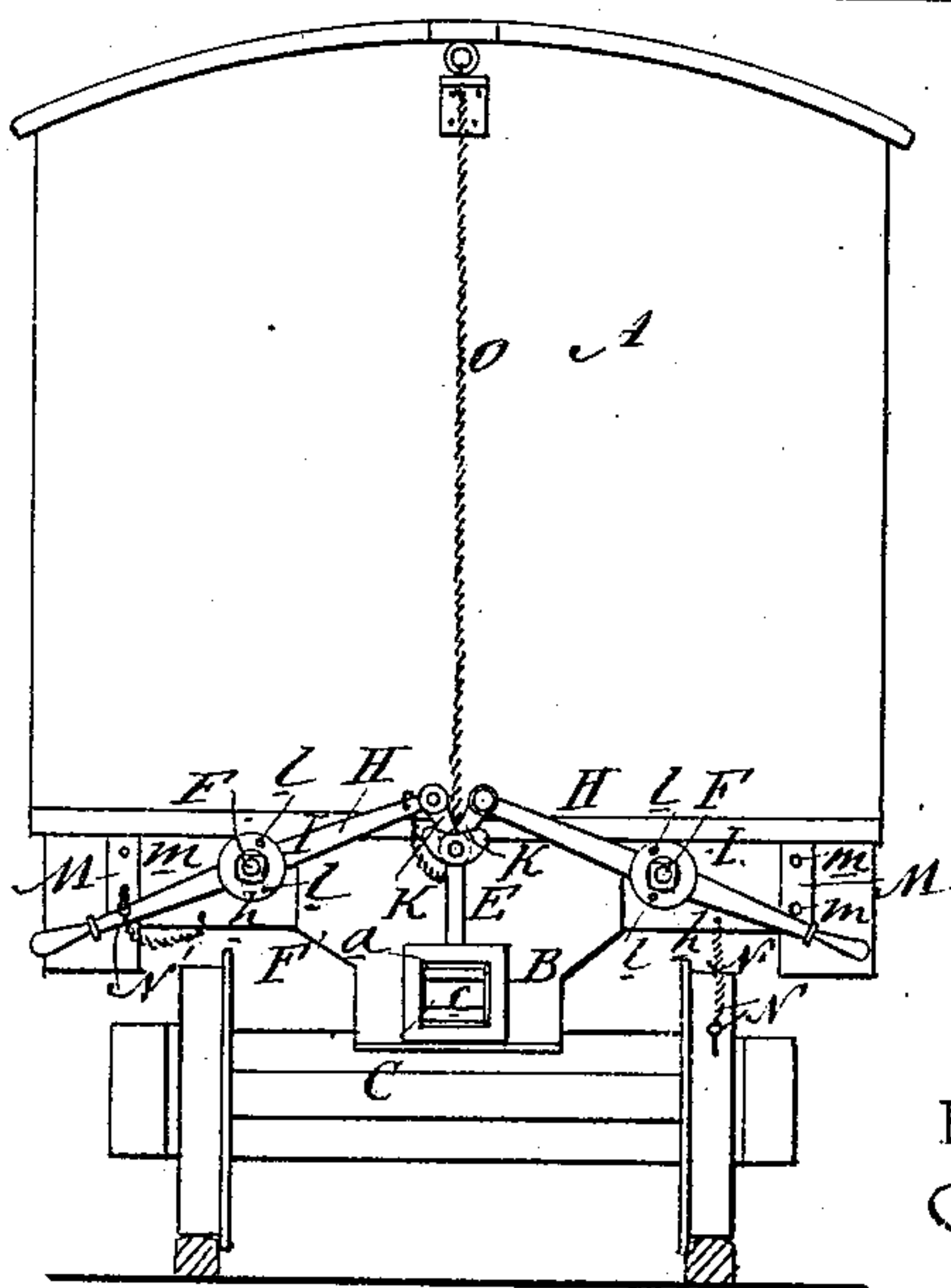


Fig. 4



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UNITED STATES PATENT OFFICE.

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CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 235,045, dated November 30, 1880.

Application filed June 11, 1880. (No model.)

To all whom it may concern:

Be it known that we, THEOPHILE A. TRUELLE and EUSEBE MAHEUX, of Quebec, in the Province of Quebec and Dominion of Canada, have invented a new and Improved Car-Coupler, of which the following is a specification.

This device relates to that class of couplers which are self-couplers; and it consists of a spring-actuated draw-head and peculiarly-adjusted levers operating a coupling-pin, in combination with a spring-actuated draw-bar, that serves to hold the coupling-pin up when the cars are uncoupled, as set forth.

Figure 1 is a plan of the device attached to a platform-car. Fig. 2 is a reverse of a car with the device attached. Fig. 3 is a longitudinal sectional elevation on line *x x*, Figs. 1 and 2, the car in Fig. 2 being in coupling position. Fig. 4 is an end elevation of a car with the device attached.

Similar letters of reference indicate corresponding parts.

In the drawings, A represents a car; B, a draw-head, provided with a flaring mouth, *a*, for receiving and guiding the coupling-link D, and held in position between the side braces, B' B', by the cross-braces *b b'*; and within said draw-head B is the draw-bar C, provided with a laterally-grooved face, *c*, to conform somewhat with the shape of the end of the coupling-link D, and having its shank extending rearward through the vertical flange of angle-plate *d* of the said draw-head B, and having on the end of said shank, outside of the plate *d*, an adjusting-nut, *f*.

Encircling the shank of the draw-bar C is a spiral spring, C', whose one end bears against the back of the head of said bar C, while its other end bears against the rear end of draw-head B, said spring C' serving to keep the said draw-bar C forward to hold up the coupling-pin E.

A spring, *g*, encircling the rear end of the shank of the draw-bar C, serves to hold the said draw-head B forward in position.

On the bolts or pivots F F, that project forward through the front cross-timber, F', of car, and are held in place by the nuts *k k*, are centrally placed the blocks G G. Against the faces of these blocks G G, and on the bolts or pivots F F, are fulcrumed the levers H H,

that move the coupling-pin E. Projecting forward from the faces of these blocks G G are the stay-pins *l l*, above and below the levers H, in order to restrict the movements of said levers H; and to hold said stay-pins *l l* firmly the washers I I are centrally set on the outer ends of the bolts or pivots F F and held in place by the nuts *h h*.

K K are links that are pivoted—one to each—to the lower ends of the levers H H, and L is a pin that passes horizontally through the lower ends of the links K K, and carries on its forward end the coupling-pin E.

On the front of the car are fixed the vertical plates M M, provided with holes *m m*, and N N are pins secured to the car by chains N' N', the purpose of said pins N N being to hold said levers H H in position by being entered into the holes *m* of the plates M.

When the cars are coupled pressure downward on the levers H H will disengage the coupling-pin E from the link D, and thereby uncouple the cars, or an upward pull from the top of the car on the chain O, that is attached to one of the levers H, will effect the same result.

On uncoupling the cars the draw-bar C is pushed forward by the spring *g* beneath the coupling-pin E and holds said pin E up in readiness for coupling.

This coupling device is simple and effective, and can be operated from the sides or top of a car, thereby avoiding the dangers incident upon going between the cars for coupling.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. A car-coupler constructed substantially as herein shown and described, consisting of the spring-actuated draw-head B, spring-actuated draw-bar C, blocks G G, pivots F F, stay-pin *l l*, washers I I, levers H H, links K K, pin L, and coupling-pin E, as set forth.

2. In a car-coupler, the combination, with the coupling-pin E, levers H, links K, and pin L, of the perforated plates M and pins N N, substantially as herein shown and described.

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Witnesses:

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