

(No Model.)

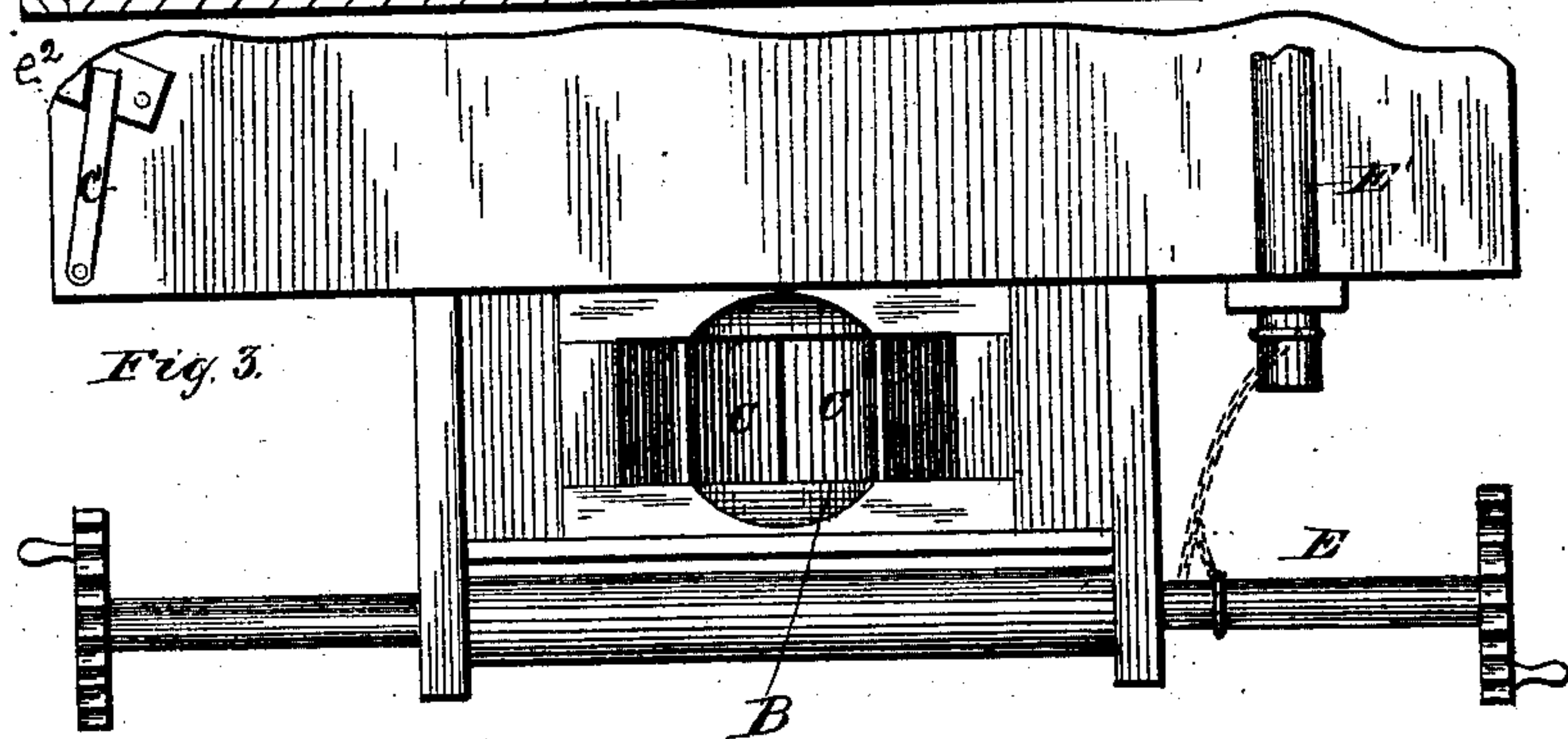
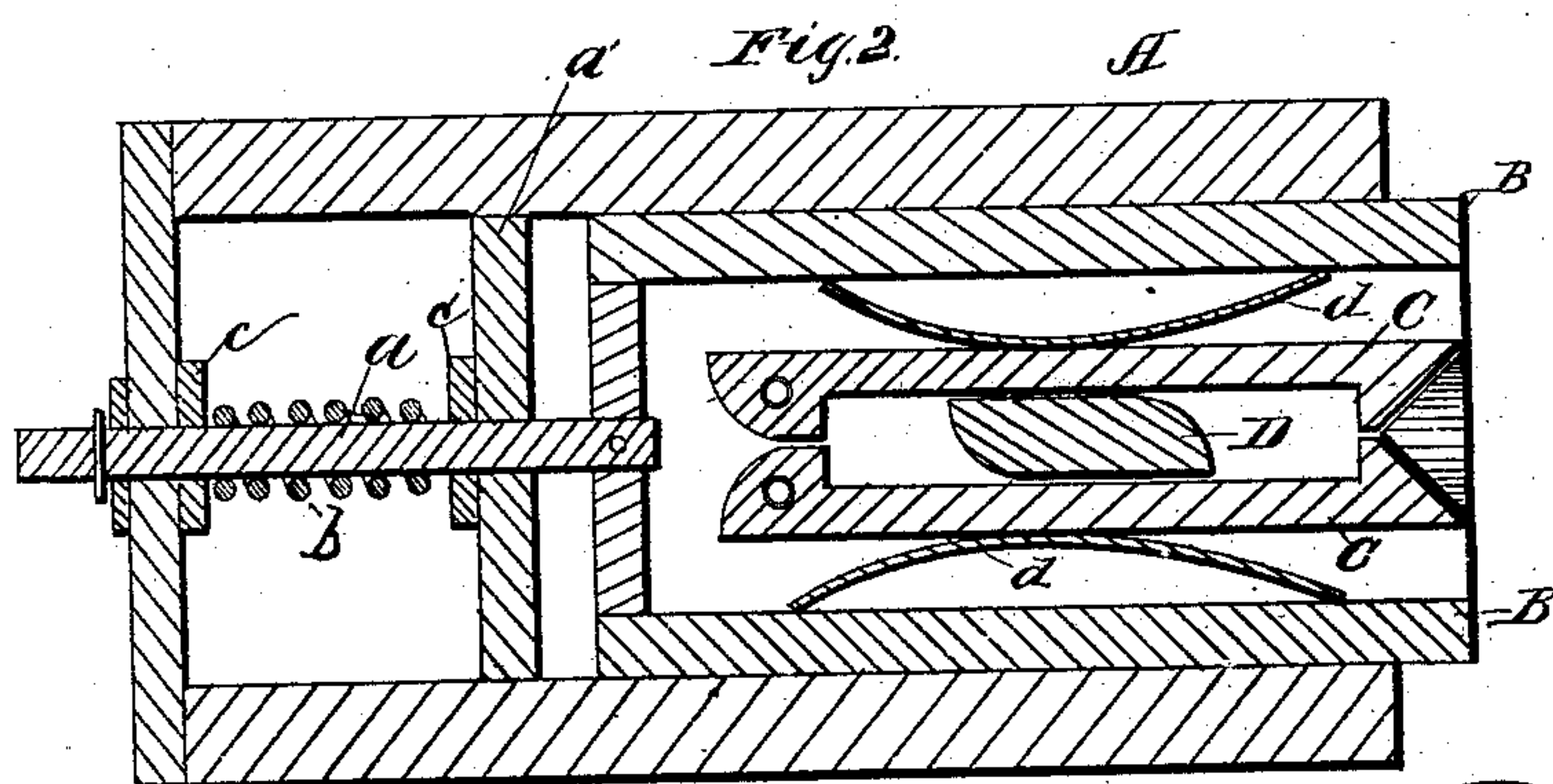
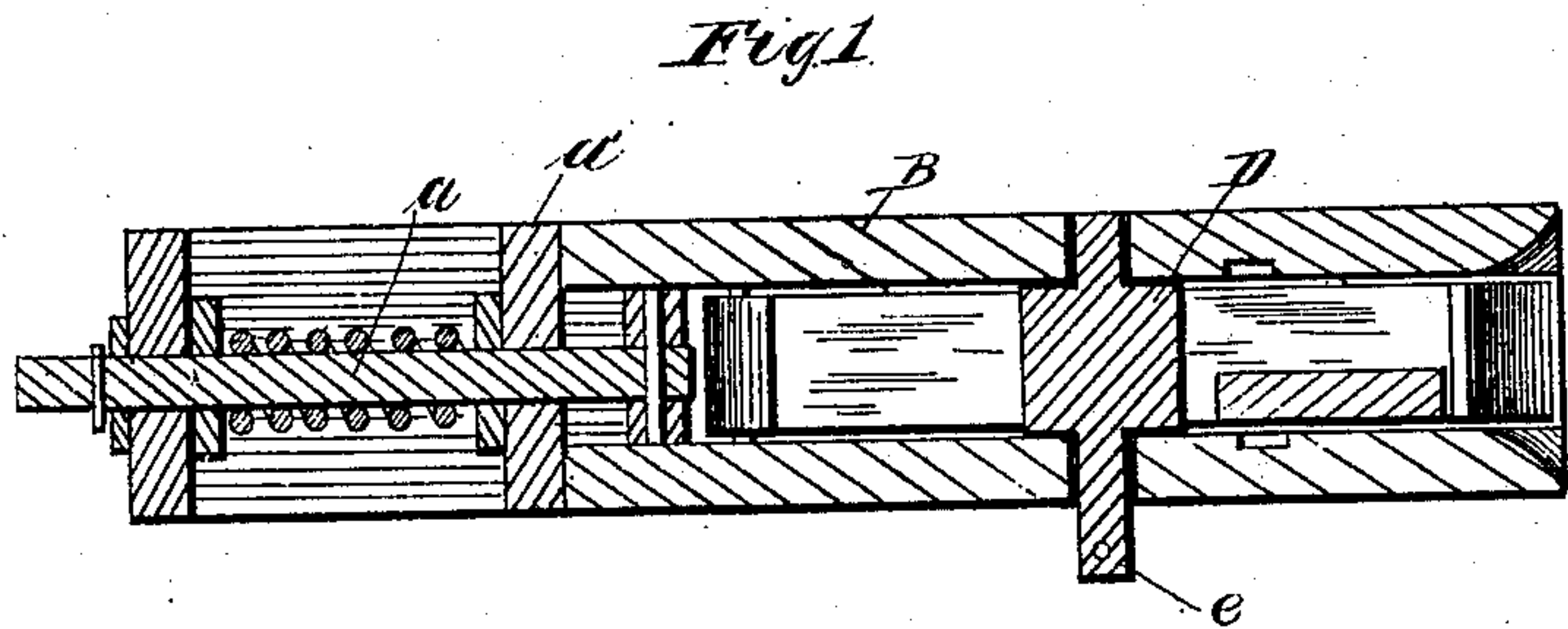
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H. L. GIBBS.

CAR COUPLING.

No. 248,034.

Patented Oct. 11, 1881.



WITNESSES

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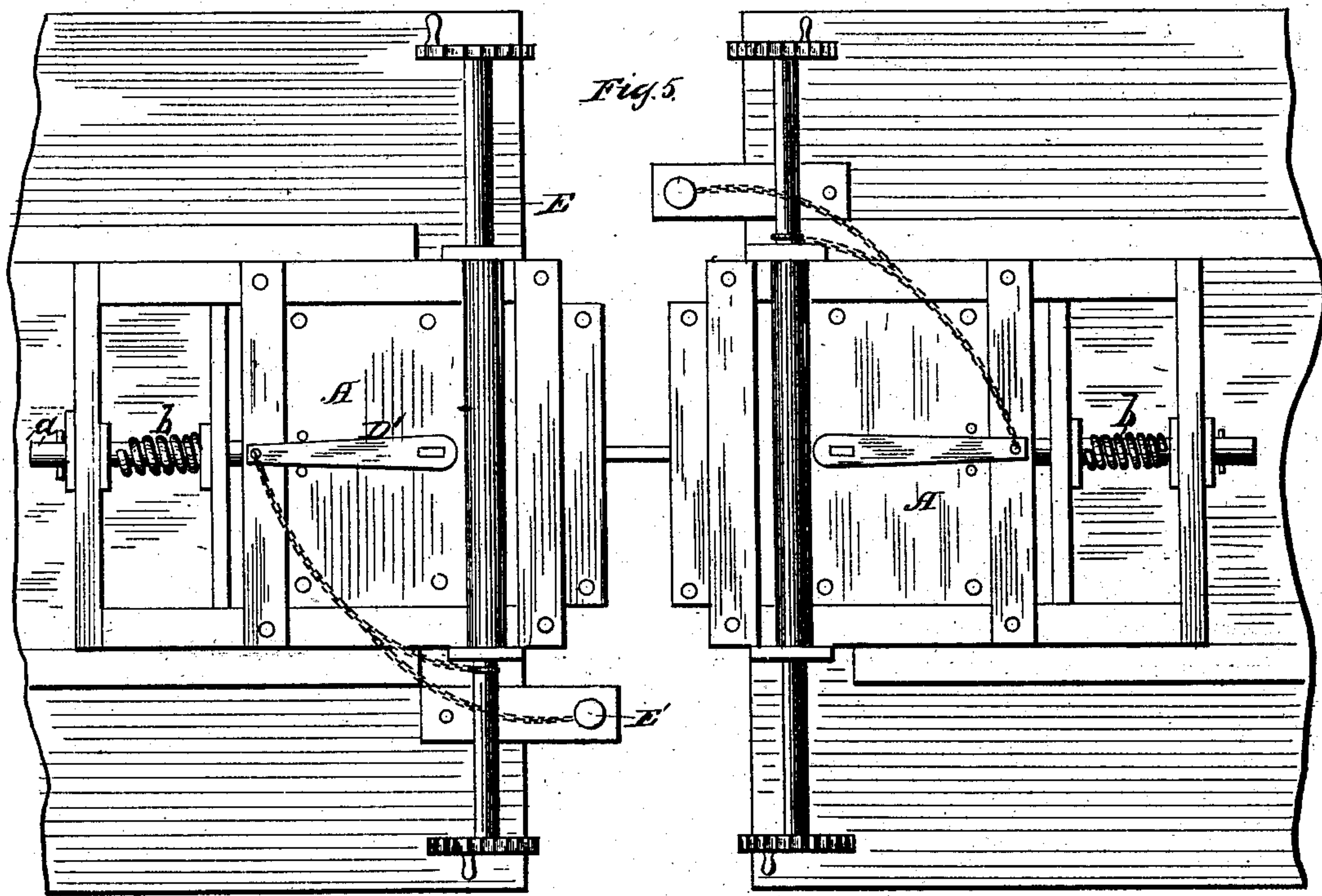
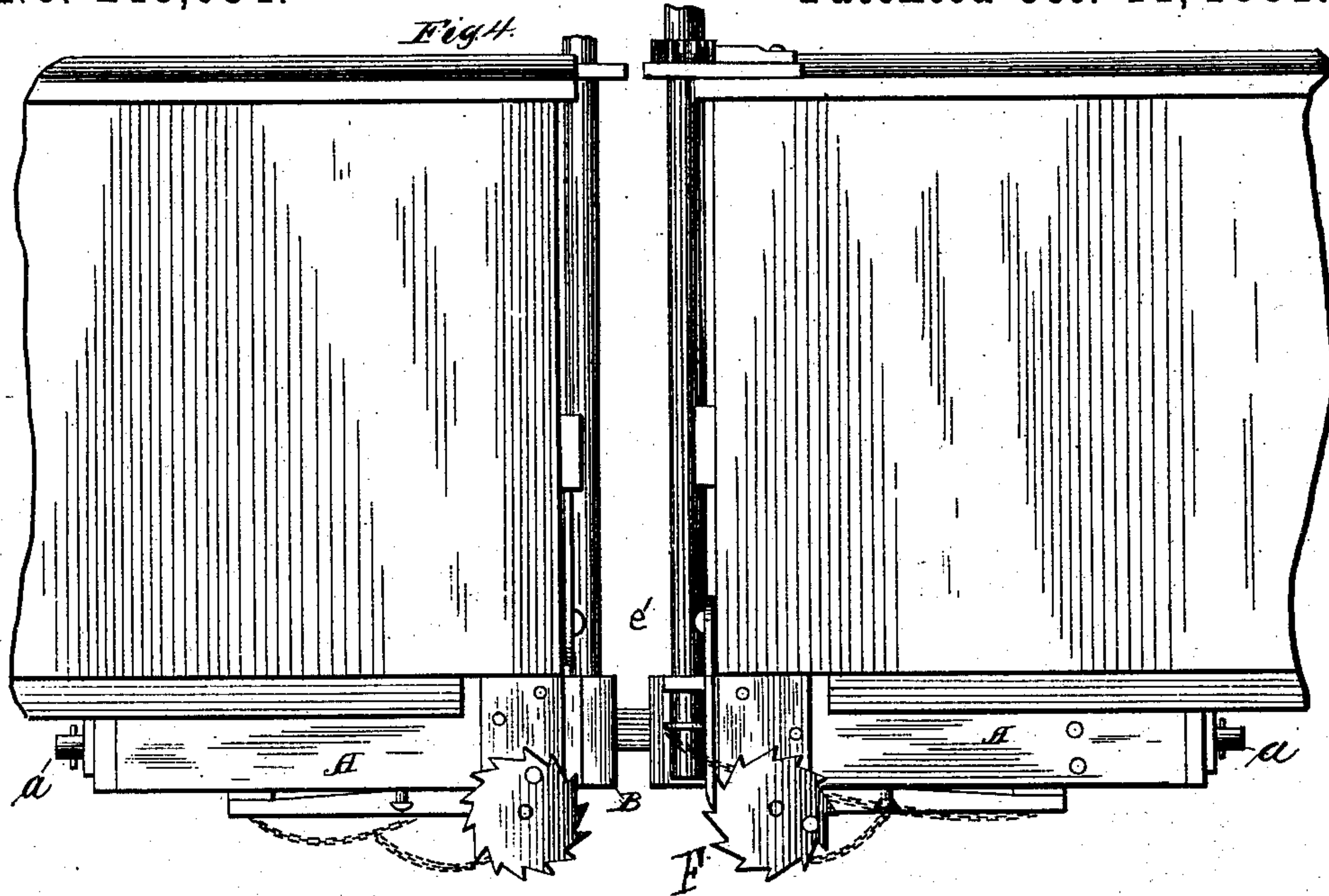
2 Sheets—Sheet 2.

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WITNESSES

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# UNITED STATES PATENT OFFICE.

HORACE L. GIBBS, OF CALISTOGA, ASSIGNOR OF ONE-HALF TO MARTIN BRITTON, OF SAN JOSÉ, CALIFORNIA.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 248,034, dated October 11, 1881.

Application filed July 23, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, HORACE L. GIBBS, a citizen of the United States, residing at Calistoga, in the county of Napa and State of California, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a vertical longitudinal section of my improved car-coupling. Fig. 2 is a horizontal section, and Fig. 3 is an end elevation thereof as applied for use. Fig. 4 is a side elevation. Fig. 5 is an inverted plan view; Fig. 6, a perspective view of the coupling-bar.

This invention appertains to improvements in car-couplings; and it consists in the detailed construction and arrangement of the parts, substantially as hereinafter more fully set forth and claimed.

Referring to the accompanying drawings, A refers to an outer case, which is affixed to the under side of the bottom of the car.

B is the draw-head, which is adapted to slide in the case A. It is secured at its inner end to a bar or rod, *a*, passing through a partition, *a'*, within, and through the rear end of the case A. This rod or bar is encircled by a coiled spring, *b*, preferably between two shoulders or plates, *c c'*, the latter being secured to the bar or rod to apply the pressure of the spring to the rod or bar, through which it is transferred to the draw-head. This arrangement enables the draw-head to overcome violent jars or concussions as two or more cars meet.

Within the draw-head are pivoted two jaws,

C C, arranged between and held in their closed position by two springs, *d d*, while between the jaws is arranged a cam, D, whose shaft *e* extends through the bottom of the case A, and is connected by chain or otherwise to the horizontal shaft E and to the upright shaft E'. This arrangement, in connection with the action of the cam upon the jaws, permits of the operation of the coupling at either the sides or at the top of the car, adapting it for use upon house-cars as well as other kinds.

It is obvious that the simple pressure of the harpooned link—the kind for use in this coupling—will force the link in between the jaws, and thus effect its coupling. The uncoupling is performed by turning either one of the shafts E E'.

Pawls *e'*, hung upon the ends of the car, are adapted to engage ratchets F upon the shafts E, to permit of the holding apart of the jaws, when desired, after releasing the grasp of the hand upon the upright or horizontal shafts, whichever may be used. These pawls, when out of use, are swung up into the position indicated in Fig. 3, and rest against stops *e*<sup>2</sup>.

I claim—

The combination, with the outer case, A, having the partition *a'*, of the inner case, B, having the bar *a* encircled between the plates *c c'* thereon by the spring *b*, jaws C, pivoted in the case B and acted upon by the springs *d*, and cam D, having its shaft supplied with a lever, D', connected by a chain or similar means to either of two operating-shafts, substantially as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

HORACE LOCKWOOD GIBBS.

Witnesses:

J. E. BROWN,  
C. C. REDMOND.