

(No Model.)

H. GLADWIN.

CAR COUPLING.

No. 248,853.

Patented Nov. 1, 1881.

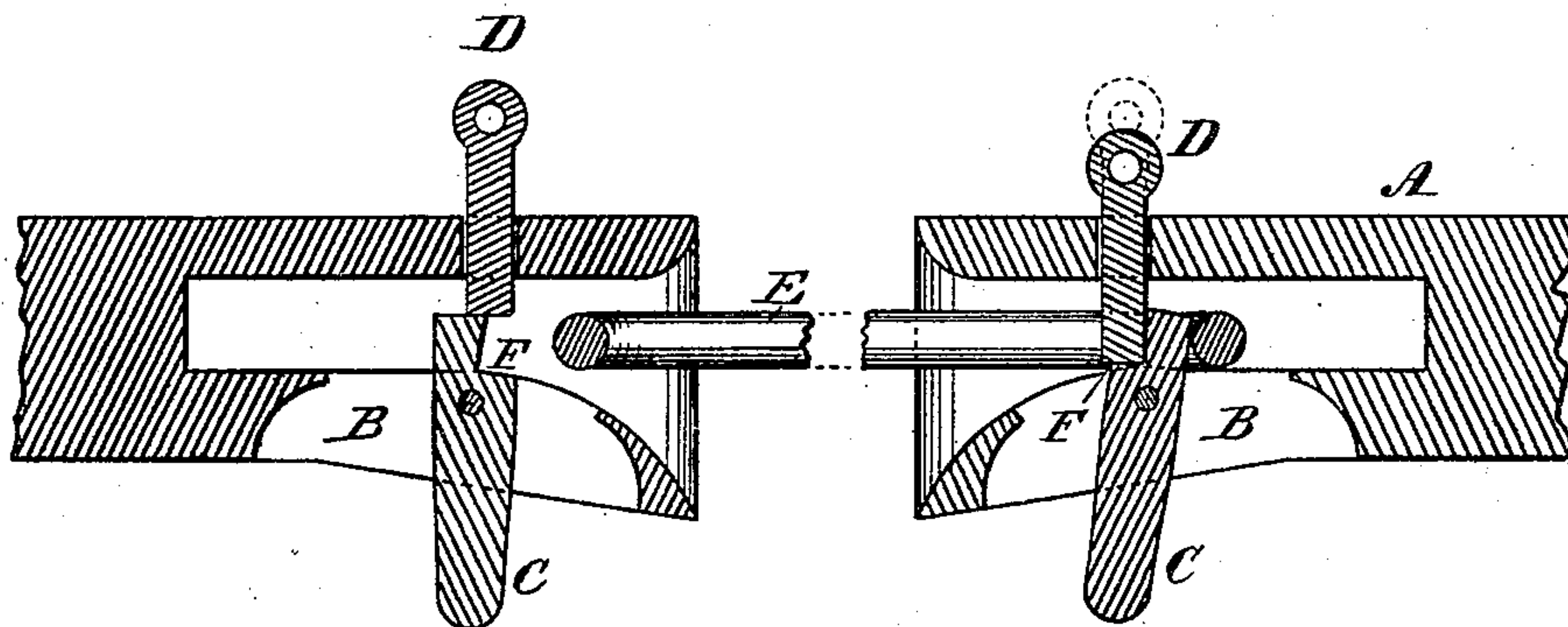


Fig. 1.

Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 248,853, dated November 1, 1881.

Application filed May 14, 1881. (No model.)

To all whom it may concern:

Be it known that I, HARVIE GLADWIN, of the city and county of Halifax, in the Province of Nova Scotia, Canada, have invented certain
5 new and useful Improvements on Car-Couplers; and I do hereby declare that the following is a full, clear, and exact description of the same.

The object of this invention is to prevent the necessity of going between the cars to insert
10 the coupling-pin in the link; and my invention consists of a gravitating trigger, journaled in a slot in the bottom of the draw-bar, to hold the link coupled, and also support a locking-pin in the ordinary coupling position, whereby
15 the link, on entering the draw-head, thrusts back the trigger, and the pin falls into front connection with it, to cause the trigger to resist the draft-pressure on the link. To uncouple, the pin is raised from its connection
20 with the trigger, which then becomes free to swing in the slot in the draw-head to pass out the link.

Figure 1 is a sectional elevation of the draw-head with trigger and pin in position for coupling. Fig. 2 is a like view, showing the coupling effected.

A is the draw-head, of the usual form, having the ordinary flaring mouth.

B is a longitudinal slot in the floor, in which
30 is pivoted a trigger-shaped device, C, one end protruding through the slot and the upper end

extending above the slot to a sufficient height to be struck by the link on entering. The upper end of the trigger is notched from its end to the slot in the draw-bar to form a base for
35 a locking-pin, D, which fits in a correspondingly-shaped hole in the top of the draw-head, and is held at the coupling position by bearing on the end of the trigger, which is directly under the hole of the locking-pin. When the
40 link E enters the draw-head it strikes the trigger and passes under the locking-pin, which falls onto the base of the notch F, which being in the front of the trigger, the pin locks it from forward movement, and thereby resists the
45 draft-strain on the link. It will thus be observed that the pin does not come in contact with the link when coupled, the locked trigger resisting the pull on the link.

To uncouple the cars, the locking-pin is raised
50 out of contact with the trigger, which, being free, swings on its pivotal axis and allows the link to escape.

I claim as my invention—

The combination, with the draw-head A, of
55 the trigger C and locking-pin D, operating as set forth.

HARVIE GLADWIN.

Witnesses:

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