

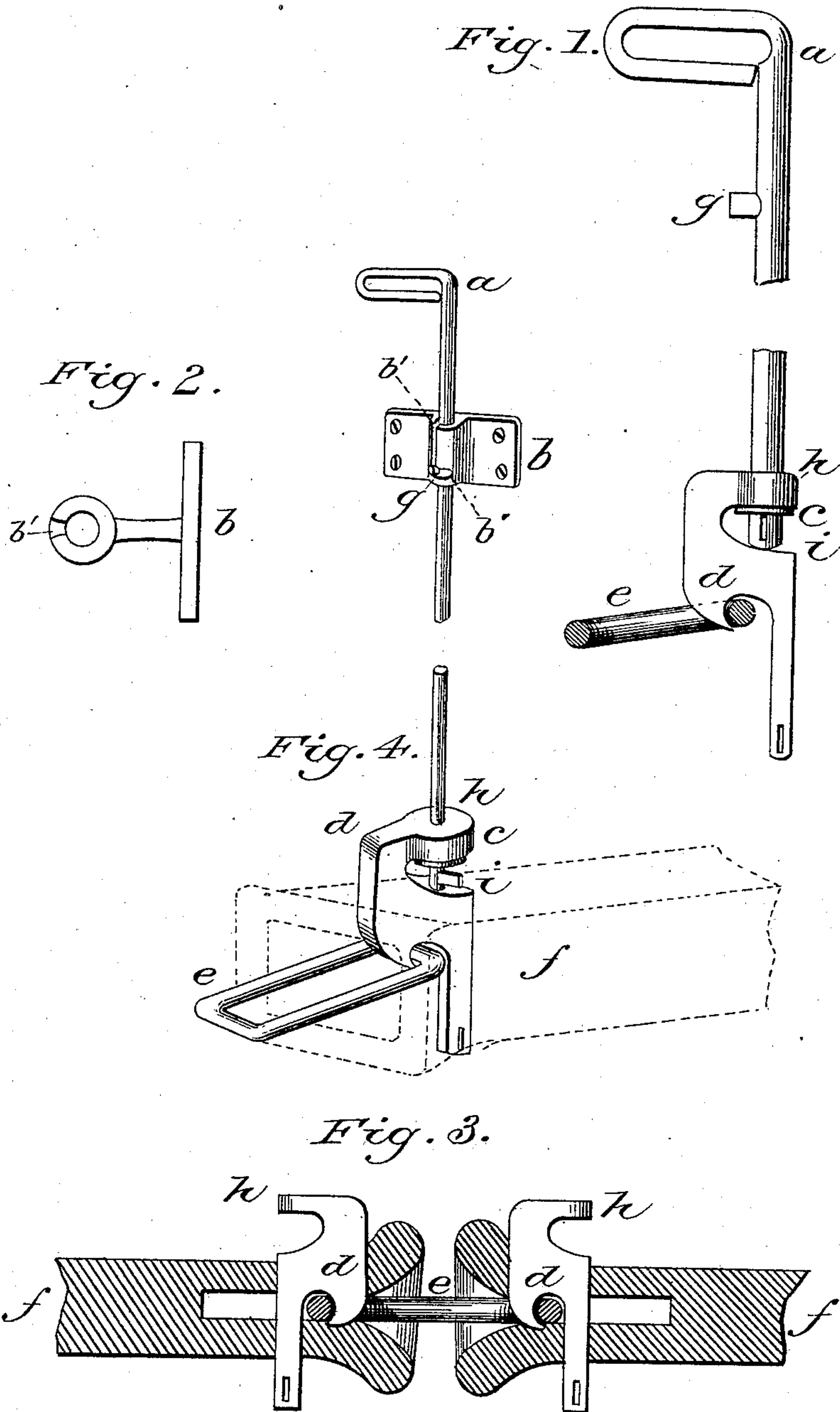
(No Model.)

G. W. BEDBURY.

CAR COUPLING.

No. 265,938.

Patented Oct. 10, 1882.



Witnesses:  
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John R. Stuart

Inventor:  
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# UNITED STATES PATENT OFFICE.

GEORGE W. BEDBURY, OF PORTLAND, OREGON, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO A. E. BORTHWICK, OF SAME PLACE.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 265,938, dated October 10, 1882.

Application filed February 25, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE WASHINGTON BEDBURY, of the city of Portland, in the county of Multnomah, in the State of Oregon, have invented an Improved Car-Coupling for Railroads, of which the following is a full and exact description and specification.

The nature or object of my invention is to facilitate the coupling of cars or to uncouple them at will, or leave them in a position so they are not to be coupled, as may be desired.

In the drawings, Figure 1 shows a side view of a coupling-pin and the lift-rod with a car-link. Fig. 2 shows a plan of the sleeve *b*, which is fastened to the end of a car. Fig. 3 shows a section through the draw-heads, and Fig. 4 shows a perspective view of one of the draw-heads, with a coupling-link and one of the coupling-pins in a coupled position, with its lift-rod, &c., broken off in middle.

The device is operated in the following manner: The pins *d* in each draw-head being down, the cars are run together, when the connecting-link *e* raises the pin in the standing car by acting against the inclined face of front part, *d*, and as soon as the link has entered the draw-head *f* sufficiently far the hook of the coupling-pin drops down behind the link, and the weight of the lift-rod *a* and the pin *d* keeps the link from being unloosed. When the cars are to be uncoupled the rod *a* is raised; and on the side of *a* is a pin, *g*, which rises in a slot in the side of a sleeve, *b*, (after the manner of

a barrel-bolt,) and when the same is sufficiently high the rod is turned partially round, the pin resting on the upper part of the sleeve, and so keeping the coupling-pin *d* out of the way when it is not desired to couple the cars, or for any other purpose, except when they are to be coupled. The slot *b'* in sleeve *b* can have lateral extension *b''* at the bottom, so that the pin cannot jump out when the cars are in motion. The head of the coupling-pin *d* is formed into an eye, *h*, into which the lift-rod *a* is placed, and fastened at its lower end by a washer, *c*, and an expanding pin, *i*. The sleeve *b* is placed near the upper end of *a*, and in this way the long rods are allowed to sway with the spring of the draw-heads *f* when in motion, there being one of these pins and rods on each end of a car. A car using this arrangement can be coupled to any other car having a common link and pin, and vice versa, and in this way facilitate its use among cars of a common construction, as the link is the same in all cases. The pin can also be operated from the ground or on top of a car.

I claim—

In a car-coupling, the combination of the hooked pin *d*, the swiveling lifting-rod *a*, provided with pin *g*, and sleeve *b*, having slot *b'* and extension *b''*, substantially as described.

GEORGE WASHINGTON BEDBURY.

Witnesses:

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