

(No Model.)

C. B. & J. TUCKER.

CAR COUPLING.

No. 271,379.

Patented Jan. 30, 1883

Fig. 1.

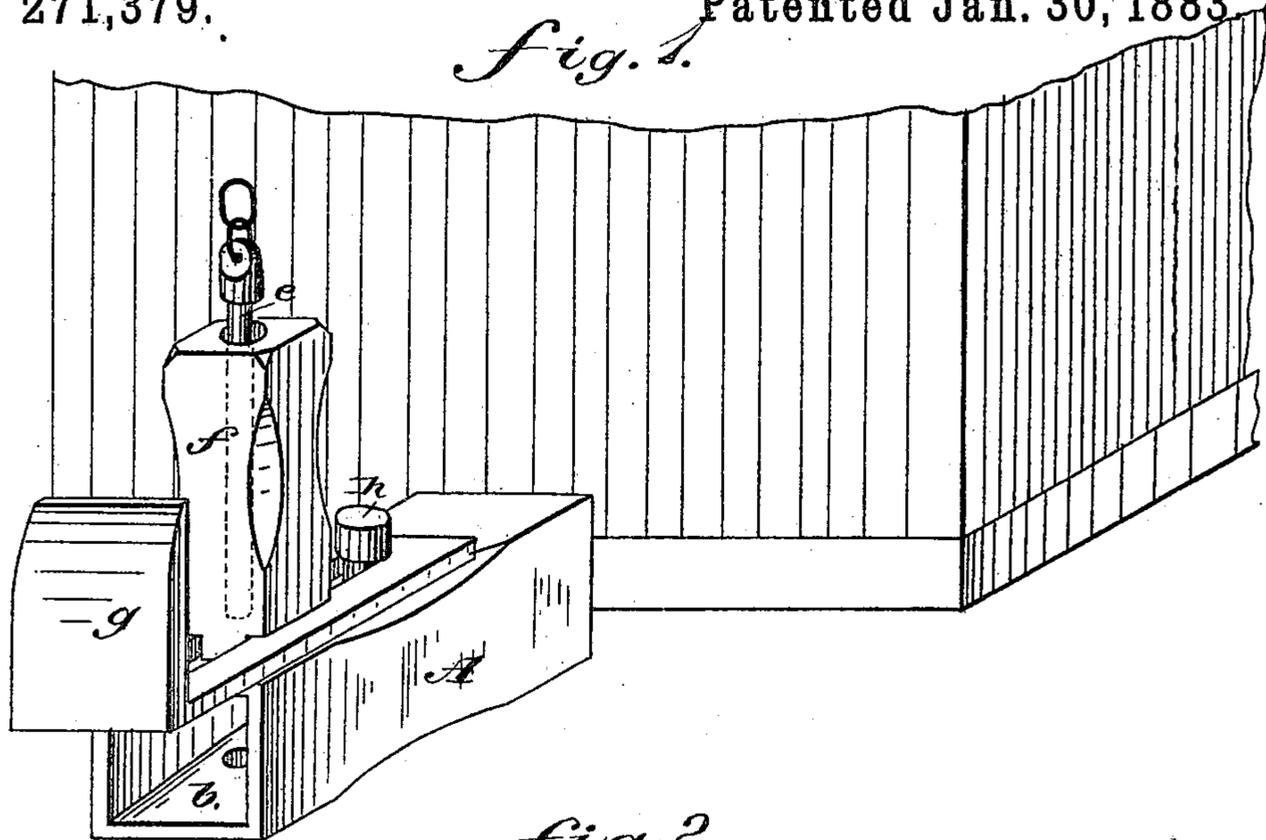


Fig. 2.

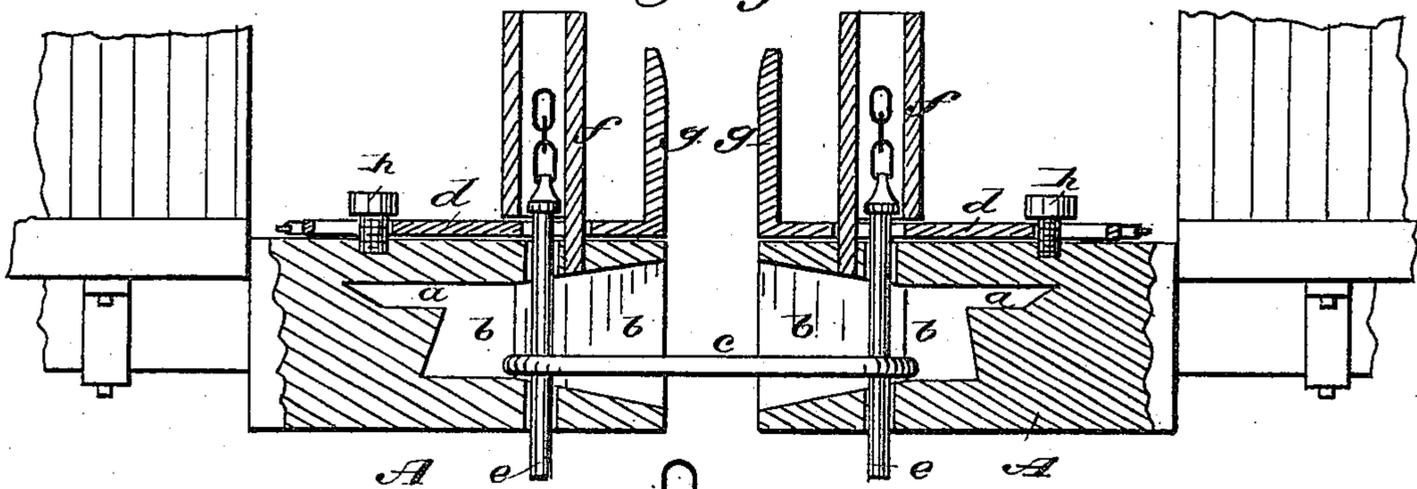
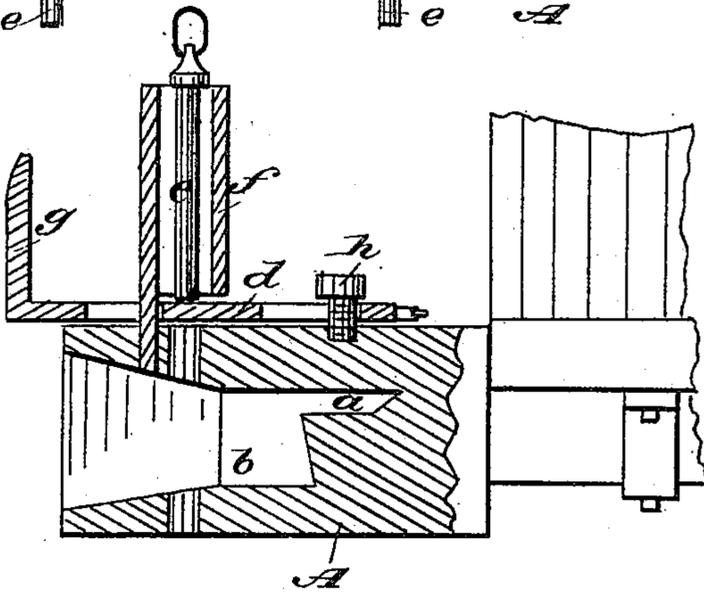


Fig. 3.



WITNESSES:

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COLUMBUS B. TUCKER, OF ANGERONA, WEST VIRGINIA, AND JOSEPHUS TUCKER, OF COOLVILLE, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 271,379, dated January 30, 1883.

Application filed September 23, 1882. (No model.)

To all whom it may concern:

Be it known that we, COLUMBUS B. TUCKER, of Angerona, Jackson county, West Virginia, and JOSEPHUS TUCKER, of Coolville, Athens county, Ohio, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

Our invention consists of an upper socket in the link-socket of the draw-bar, in which to set the link to hold up the projecting end to enter the draw-bar of the car to be coupled, together with a pin holding and tripping device, to be made to trip and let the pin fall by the contact of the approaching car, thus making an automatic self-coupler, by which it is believed a practical device is provided whereby there can be no necessity for the brakeman to enter between the cars for coupling, all hereinafter fully described.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the end of a car with our improved pin setting and tripping device applied to the draw-bar. Fig. 2 is a longitudinal sectional elevation of the draw-bars of a couple of cars constructed according to our invention and coupled together; and Fig. 3 is a longitudinal sectional elevation of one of the draw-bars, showing the pin set up preparatory to being tripped for coupling by the approaching car.

We make a socket, *a*, in the upper and back part of the main socket *b* of the draw-bar *A*, in which to set the link *c* to hold its projecting end up sufficiently to enter the main socket of the draw-bar to be coupled self-actingly, out of which socket *a* the link draws and falls into the main socket *b* when the train starts. To-

gether with this means of holding up the link, we propose to employ pin setting and tripping slides *d* to shift forward under the pins *e*, which are to be supported in an upright position by the tubes *f*, extending up from the draw-heads and attached to them, so that the tripping-slides may work under them. The front ends of the slides *d* have heads *g*, which project beyond the ends of the draw-bars when set for holding the pins, the slides to be pushed back by contact of one with the other when the cars run together. Thus we provide self-acting coupling devices without any springs or levers, which are objectionable in connection with car-couplings on account of their liability to damage and expense of repairs. The slides *d* are kept in position by the pin-tubes *f* and the guide-screws *h*.

It will be noticed that should a tube *f* be broken it may at any time be replaced without material damage or delay, and that the construction of the coupler admits of coupling readily by hand in the ordinary manner.

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

1. A draw-head having a link-setting socket, *a*, in the upper part of its rear, whereby the link may be held horizontally in the upper part of the cavity *b*, as described.

2. The tube *f*, undercut at its lower end, and the screw *h*, both arranged on the top of a draw-head, in combination with a slotted slide, *d*, as and for the purpose specified.

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Witnesses:

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