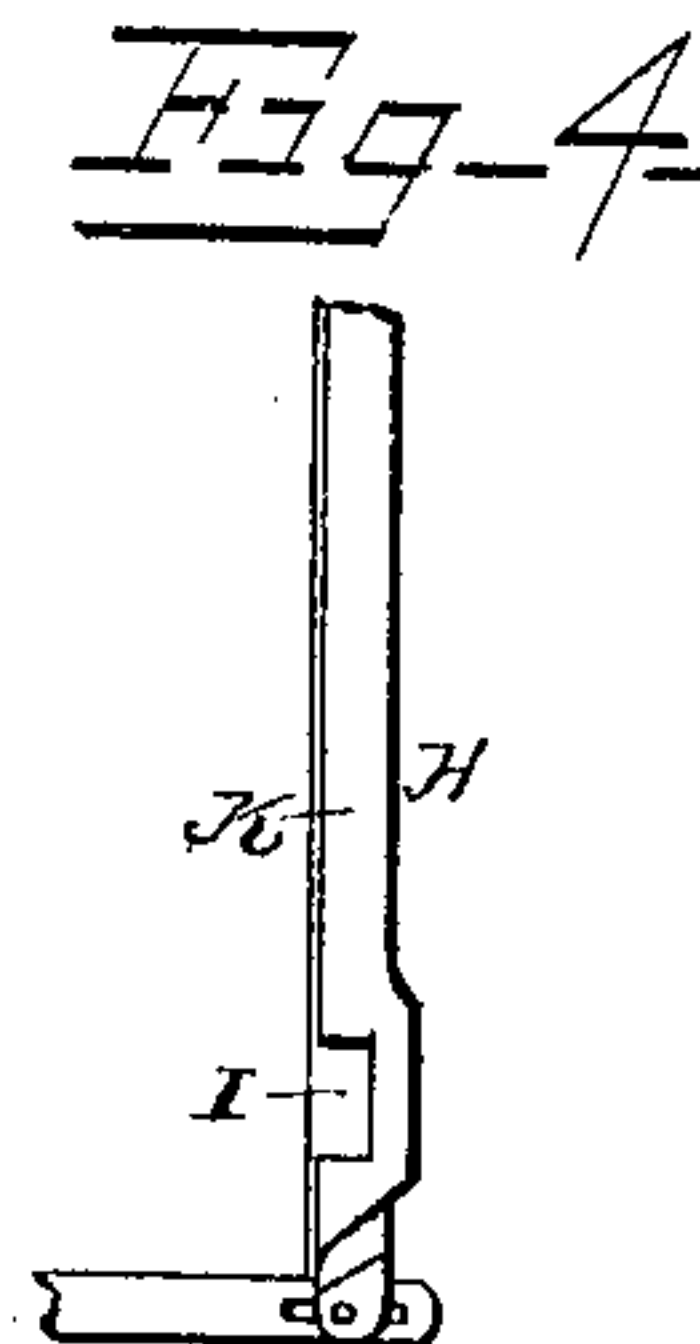
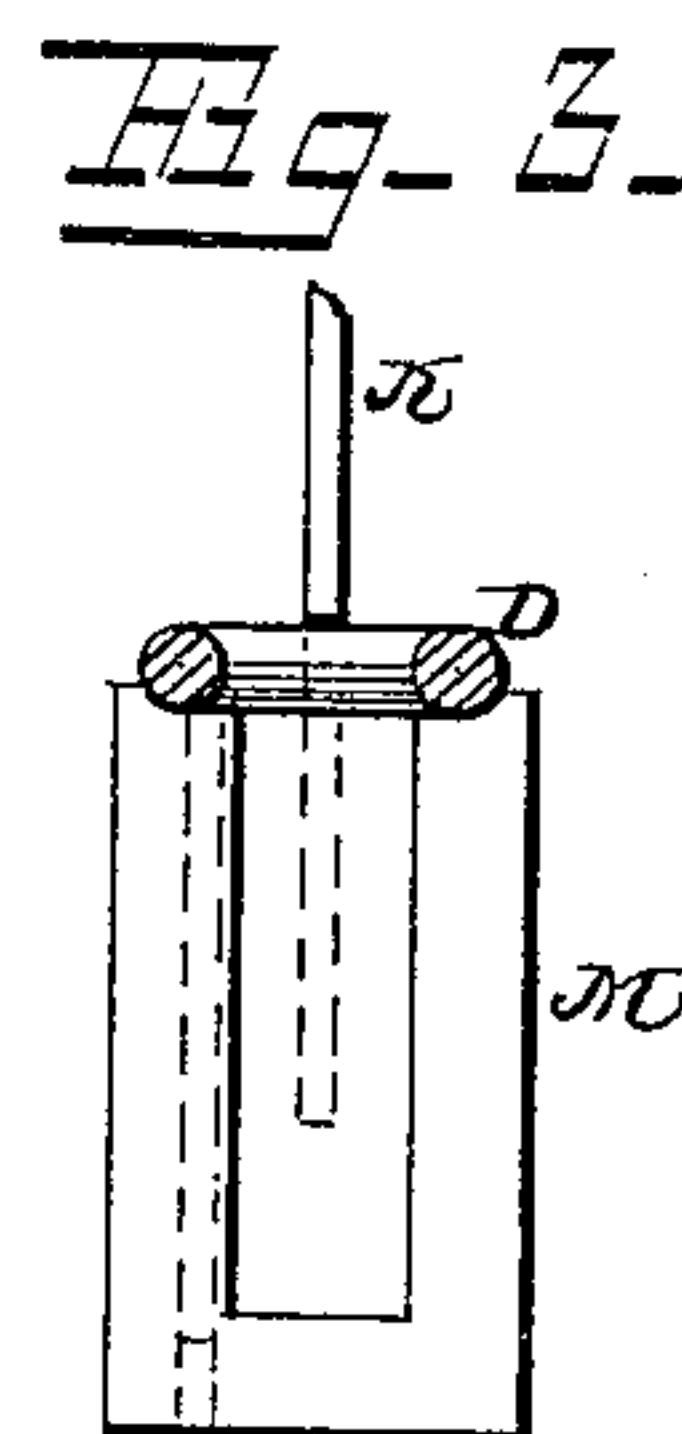
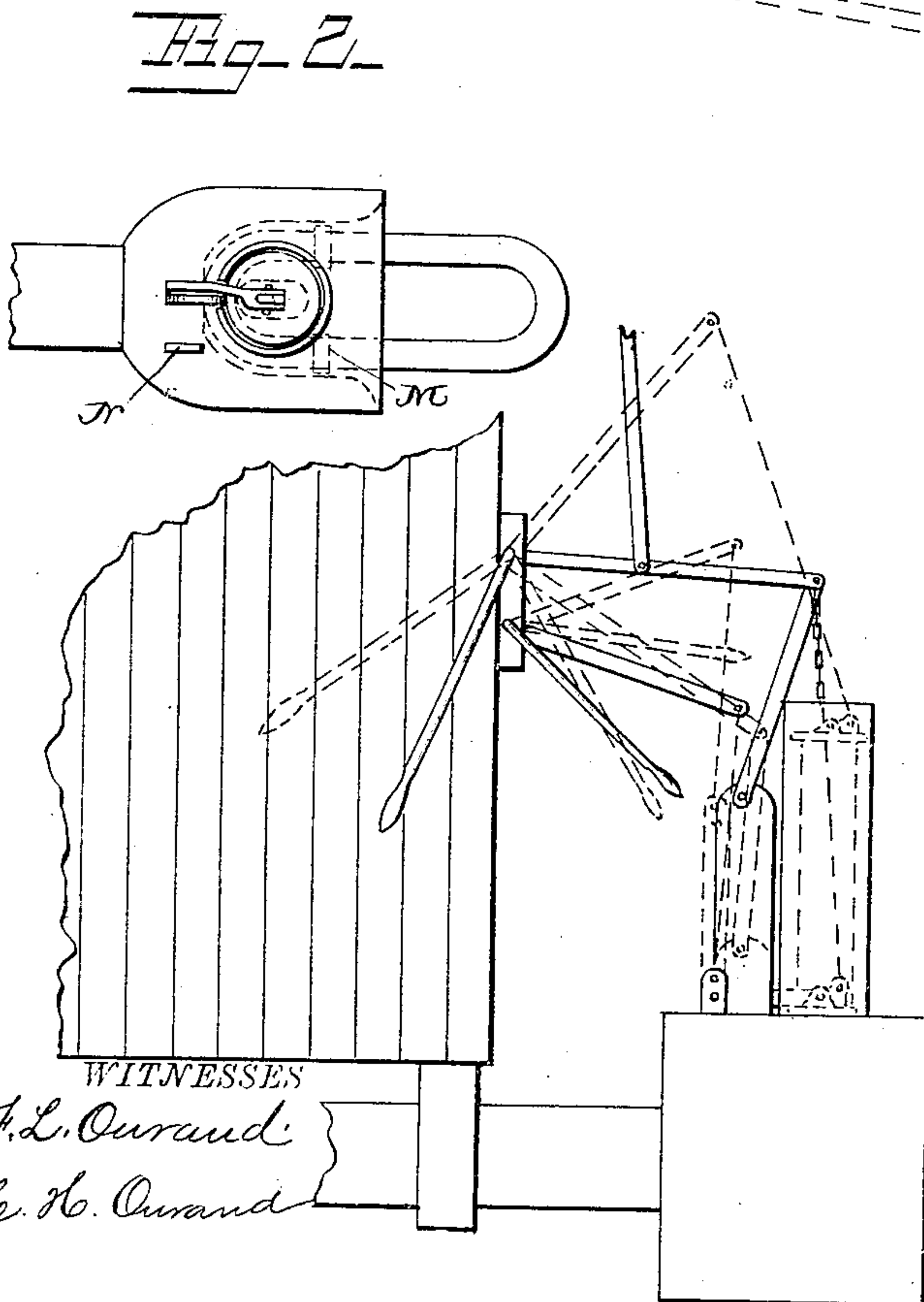
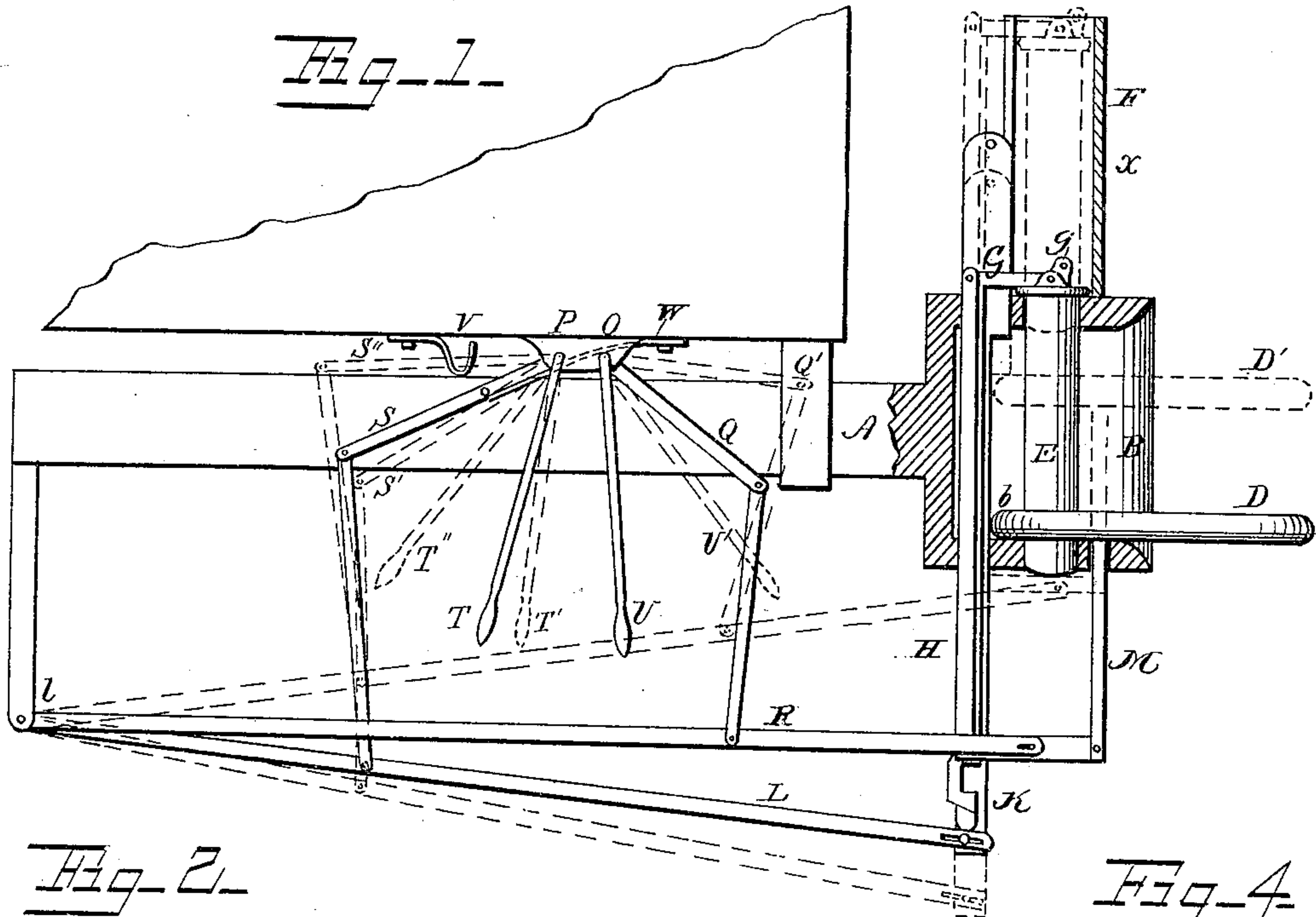


(No Model.)

L. & G. P. STEBBINS.  
CAR COUPLING.

No. 273,907.

Patented Mar. 13, 1883.



L. Stebbins and G. P. Stebbins  
INVENTORS  
by J. J. Arnold  
Attorney

# UNITED STATES PATENT OFFICE.

LORENZO STEBBINS, OF HINSDALE, NEW HAMPSHIRE, AND GEORGE P. STEBBINS, OF VERNON, VERMONT.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 273,907, dated March 13, 1883.

Application filed December 1, 1882. (No model.)

*To all whom it may concern:*

Be it known that we, LORENZO STEBBINS, of Hinsdale, in the county of Cheshire, State of New Hampshire, and GEORGE P. STEBBINS, of Vernon, in Windham county, State of Vermont, have invented certain Improvements in Car-Couplings, of which the following is a specification.

Our invention relates to the management of both link and pin, making the former easily adjustable to overcome the difficulties so common in consequence of the variations in height of different draw-heads, and is designed to entirely obviate the necessity of the attendant's going between the cars to couple them by enabling him to raise or lower the link, as may be necessary, and also to remove or insert the pin in place while at the side or top of the cars. Its nature is fully shown in the accompanying drawings of a coupling embodying our invention, and the following description of the same.

In said drawings, Figure 1 is a side view of a coupling as applied to a flat or open car. Fig. 2 is a plan or view of the head from above; Figs. 3 and 4, same parts in detail; and Fig. 5 shows a portion of a box-car with our coupling applied so as to be operated from the sides or top of the car.

Similar letters indicate similar parts wherever they occur.

A is the draw-bar; B, its head, made deep enough vertically to meet all the variations in height, and having the common flaring mouth.

E is the pin, made oval in form of cross-section, or as seen in Fig. 2, to give it sufficient strength.

F is tube forming a guide for the head of the pin and a guard or holder for it when raised. To the head of the pin is attached the piece G, which connects it to the slide H, passing down through the rear part of the head, to be operated by an inclined projection on the lower part of slide K, and having a notch, I, fitted to catch on the lower part of the head B and hold up the pin when raised by tilting or moving forward, projecting a little into the head when no link is there, the piece G having an ear, g, for connecting a chain or rod, as in Fig. 5. The lower end of slide H is made sloping or inclined to give it a tendency forward to catch, as described.

K is a slide in the rear of the head-cavity, having a notch or projecting part over the rear end of the link D, and extending down has a pin for a slot in the lever L, by which it is operated, and an inclined projection under the end of slide H to operate that, the rear end of lever L being pivoted at l.

At M is a forked slide under the link, connected at the bottom to the slide N, extending up through the head B, and the lever operates both by a slot on the pin r. A front view of slide M is shown at Fig. 3, as seen from the right of Fig. 1, with slide K and link D in position of operation, the slide M lifting or lowering, as desired, and K steadying or holding the link level or slightly inclined up or down, the slides K and M being operated by the handles T and U through connections to levers L and R, as hereinafter described.

At O and P are two rods passing across the bottom of the car in suitable bearings, and terminating in handles T and U on each side, the rod O having an arm, Q, connected to lever R, and rod P an arm, S, connected to lever L, and having a spring, W, bearing on said arm and holding the notch of slide K up, as shown, to the top of the cavity of head B, and returning it to that position, after use, by moving handle T to T'. Depressing lever L brings down slide K till its projection rests on link D. Then, moving handle U toward U', the link may be lifted, as desired, being held level by handle T, or inclined either up or down, if preferred, and by moving the handle T (to uncouple the cars) to T'' it raises lever L, its inclined projection carrying slide H and raising out the pin E, the notch I catching on the bottom of head B, if the link is not in the way, and all remains ready for coupling; or, if the link prevents the notch from catching, a pin in the arm S presses against a spring, V, creating sufficient friction to hold the pin, but which the jar of coupling releases, as the link in entering pushes back the slide H, and the pin E falls of its own weight to place. Thus it will be seen that the link may be set any position required to fit the approaching car in coupling; or, if the link is in the approaching head, the pin can be raised and left ready to self-couple, or to uncouple, when desired, by the attendant on either side of a car.



At Fig. 5 the rods O and P are shown as applied to a box-car, with their connections to the slides which operate the same, and, when desired, connecting-rods may be used, enabling the attendant to operate them at the top.

Having thus fully described our invention, what we claim therein as new and desire to patent is—

1. The coupling described, consisting of a draw-head having a vertically-enlarged cavity, with slides M and K, with their operating mech-

anisms, for moving the link, substantially as described.

2. The combination, in a coupling, of the pin E, slide H, having a notch, I, and inclined end acted on by the slide K, all constructed and operating as and for the purposes set forth.

LORENZO STEBBINS.

GEORGE P. STEBBINS.

Witnesses:

WILLARD P. SAYLOR,  
TEBIHET E. THOMAS.