

(No Model.)

M. R. THURBER.

CAR COUPLING.

No. 291,960.

Patented Jan. 15, 1884.

Fig. 1.

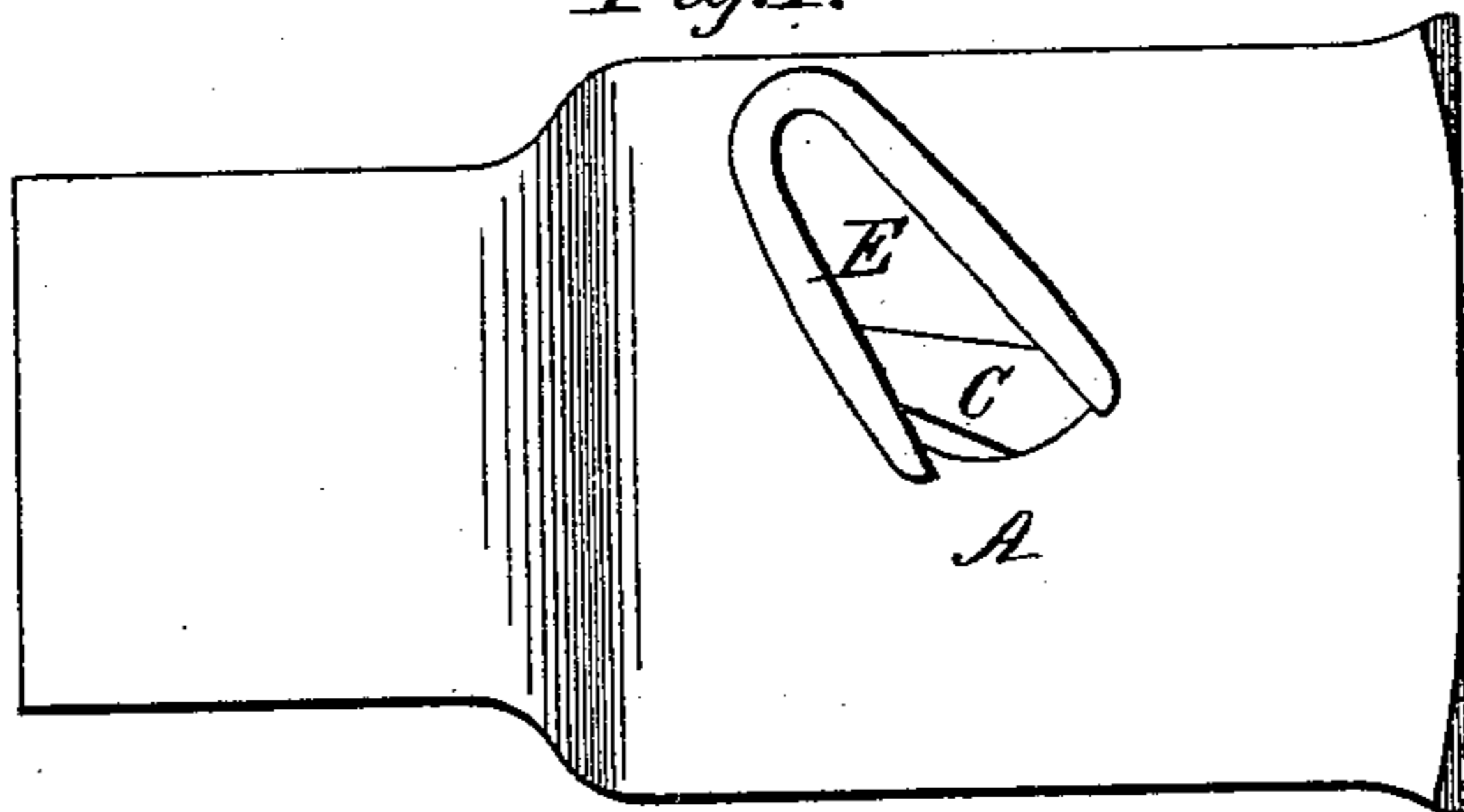


Fig. 2.

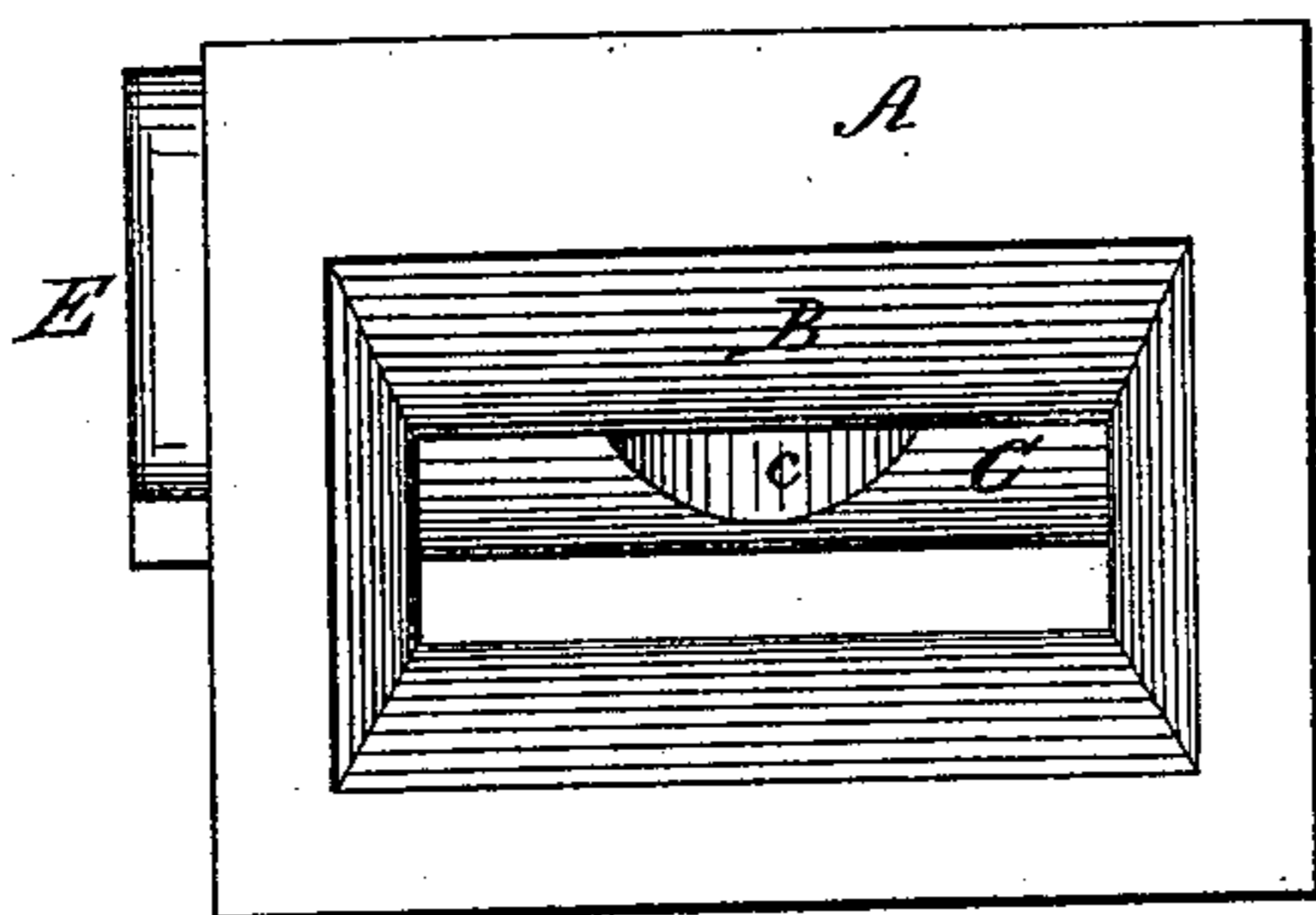
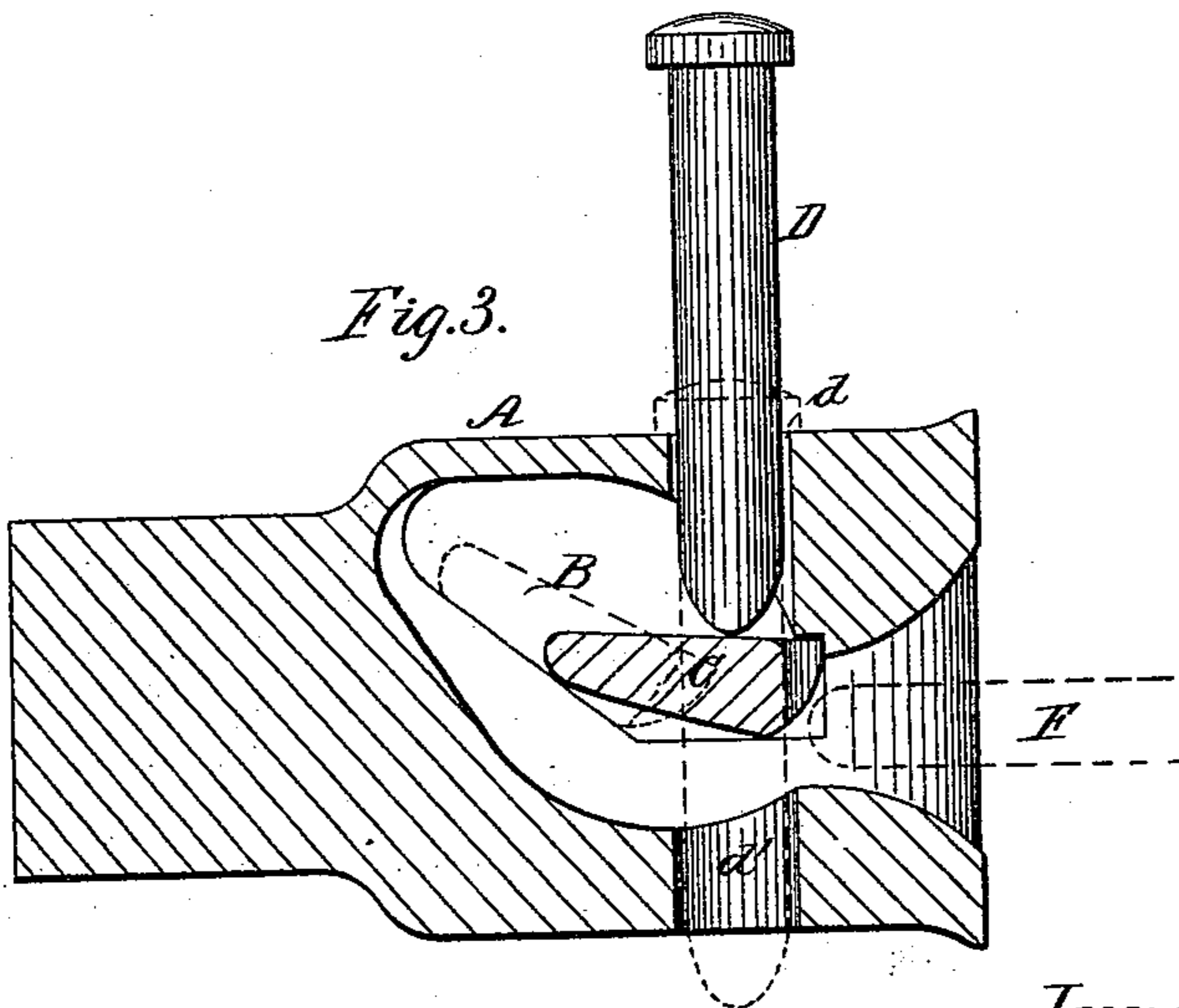


Fig. 3.



Witnesses:

W. C. Jordinston
Frank D. Johns

Inventor:

Milton R. Thurber

by

Melville Church

his Attorney.

UNITED STATES PATENT OFFICE.

MILTON R. THURBER, OF SCRANTON, PENNSYLVANIA, ASSIGNOR OF TWO-THIRDS TO ALFRED HARVEY AND HORATIO N. PATRICK, BOTH OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 291,960, dated January 15, 1884.

Application filed July 6, 1883. (No model.)

To all whom it may concern:

Be it known that I, MILTON R. THURBER, of the city of Scranton, in the county of Lackawanna and State of Pennsylvania, have invented a certain new and Improved Car-Coupling; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and to the figures and letters of reference marked thereon.

Figure 1 is a side elevation of my improved car-coupling. Fig. 2 is an end view of the same; Fig. 3, a longitudinal section taken on the line *xx* of Fig. 2, showing in full lines the pin raised ready for coupling and in dotted lines the position of the pin after coupling.

Similar letters of reference in the several figures indicate the same parts.

A represents the draw-head of a car, having at its forward end a chamber, B, which has on each of its sides inclines, upon which is adapted to slide a wedge-shaped block, C, that has at its forward end a small concave recess, *c*, which presses against the coupling-pin and keeps it steady.

D represents an ordinary coupling-pin inserted through a perforation, *d*, in the top of the draw-head. When ready for coupling to another car, this pin is adapted to rest upon and be supported by the block C, as shown in full lines, Fig. 3.

E is an aperture in the side of the draw-head, leading to the chamber B, through which the wedge-shaped block C is adapted to be inserted. This aperture is placed at an angle to the plane of the incline, so that the block cannot accidentally be dropped out of the chamber and lost, and it has a slight projecting flange around it, so that rain, snow, &c., cannot reach the inside of the draw-head and clog the working parts of the device. The chamber B is slightly bell-mouthed, so that the link in the draw-head

of the approaching car will more readily enter the proper place, and the bottom and upper portion of said chamber are slightly hollowed out, so that the link can be more readily adjusted to enter the draw-head of a higher or lower car.

The operation of my device is as follows: Upon raising the coupling-pin D to the position shown in full lines, Fig. 3, the block C will by gravity fall to the lowest portion of the incline and support the pin directly over the perforation *d* in the bottom of the draw-head, corresponding to the perforation *d* above. When the link F, supported in the draw-head of the car to be coupled, strikes the block D and presses it inward, the block slides upward on the inclines until it passes from under the head of the pin, which then falls through the link, and the coupling is effected.

The peculiar advantage of my invention is that an ordinary link-and-pin coupling can be changed into an automatic coupling with a very slight modification.

I claim as my invention—

1. The combination of the draw-head provided with the incline, the wedge-shaped block sliding on said incline and having the notch in its forward end, with the aperture in the side of the head for the insertion and withdrawal of the sliding block, substantially as described.

2. The combination of the draw-head, entirely inclosing the operating parts of the coupling, the inclines, the wedge-shaped block, having the notch in its forward edge, and the aperture in the side of the draw-head corresponding to the shape of the sliding block and placed at an angle to the plane of the incline, substantially as described.

MILTON R. THURBER.

Witnesses:

HORATIO N. PATRICK,
J. M. POORE.