

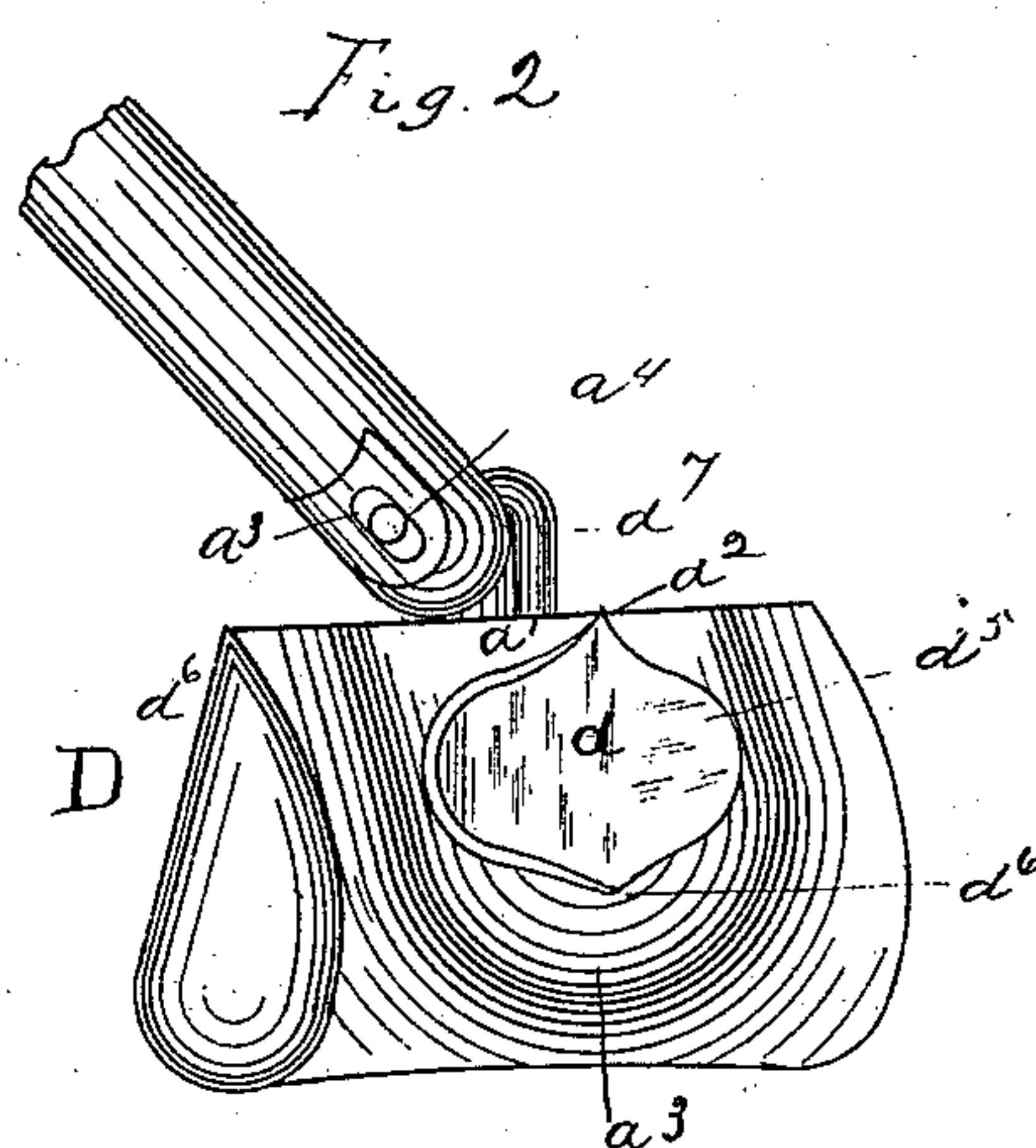
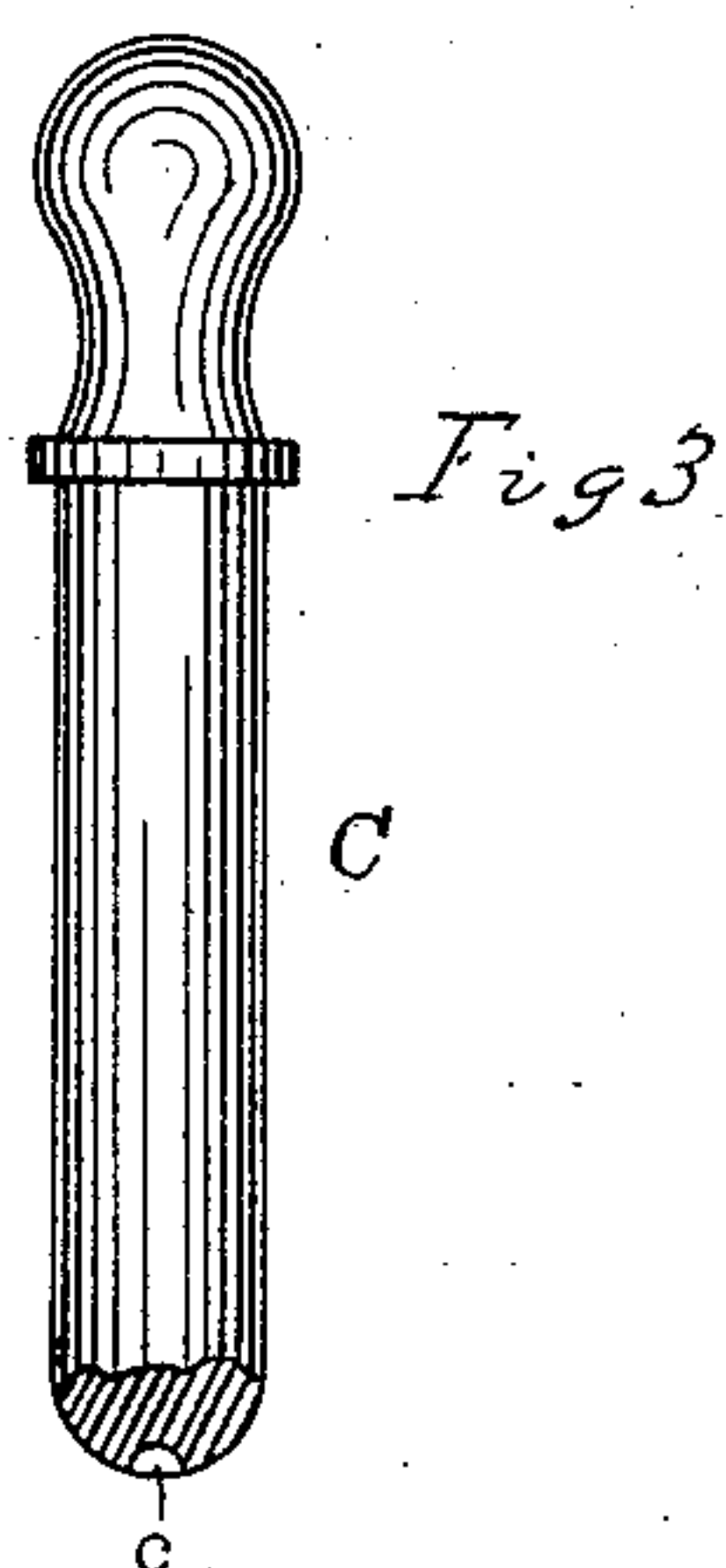
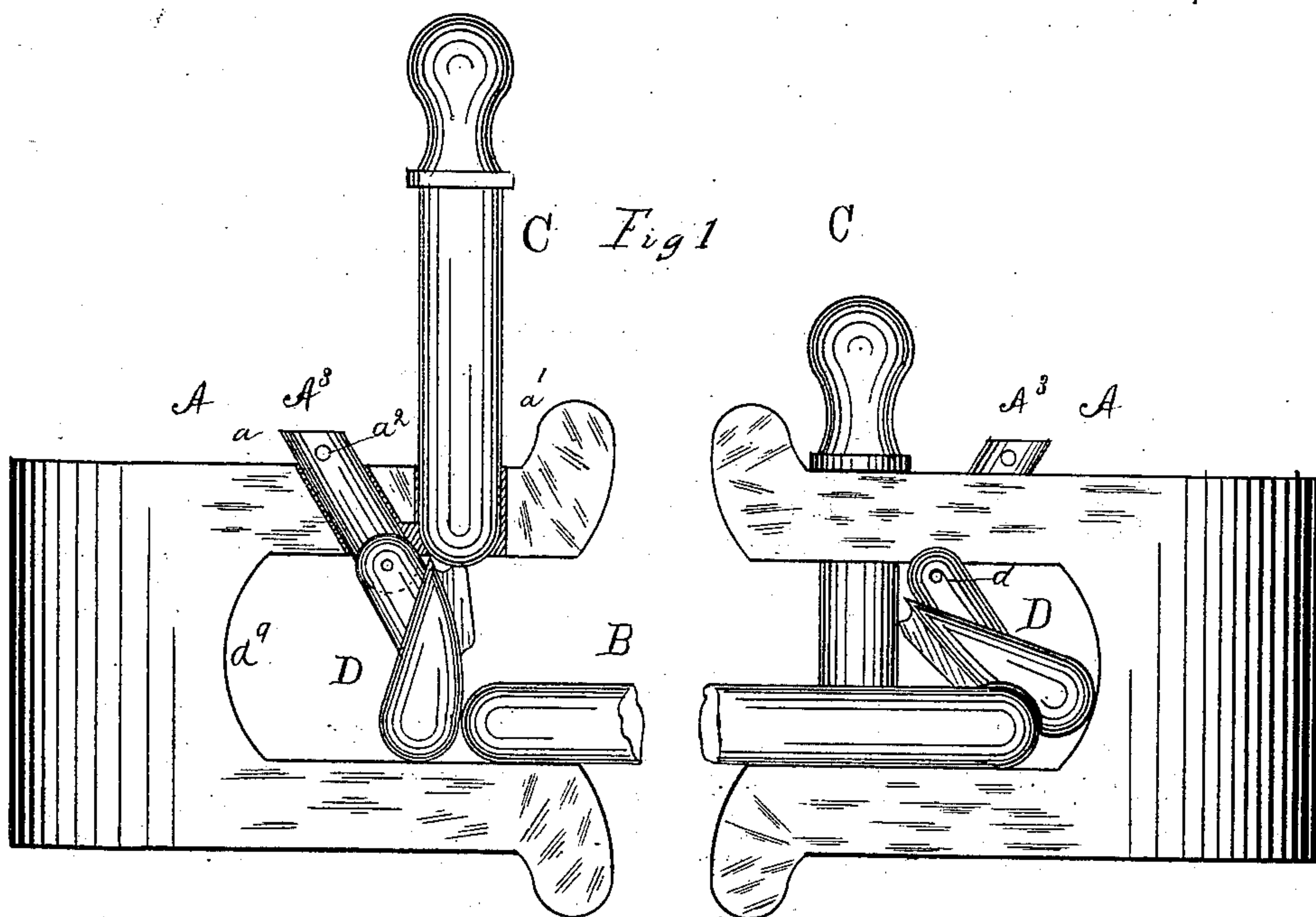
(No Model.)

I. H. TRABUE.

CAR COUPLING.

No. 299,599.

Patented June 3, 1884.



Witnesses.
J. F. Holden.
Capt W H Brooks

Inventor.
J. H. Trabue
per Hallowell Hallowell
his atty

UNITED STATES PATENT OFFICE.

ISAAC H. TRABUE, OF LOUISVILLE, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 299,599, dated June 3, 1884.

Application filed October 20, 1883. (No model.)

To all whom it may concern:

Be it known that I, ISAAC H. TRABUE, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to that class of car-couplers in which the pin is made to automatically drop by the link operating on certain mechanism, and particularly relates to an improvement upon the device shown and described in an application filed by me July 3, 1883; and it consists of constructions and combinations, all as will hereinafter be described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 represents a longitudinal section through two draw-heads; Fig. 2, a perspective of the pendulum and bolt; and Fig. 3, a coupling-pin, having its lower end in section to show a recess or depression in the same.

A A' represent the draw-heads; B, the link; C, the pins, and D the pendulum. The draw-heads are provided with openings a , preferably formed obliquely to the plane of the top of the draw-head and vertical pin-holes or openings a' . Suspended from the top of the draw-head by a pin or nut, a^2 , is a bolt, A^3 , which passes through the opening a in the draw-head and projects into the space for the link. The end of this link is slotted at a^3 , to give vertical play to the pendulum D, which is supported therefrom by a pintle, a^4 , passing through ears d . The pendulum is recessed at d' , to form a projection, d^2 , for supporting the pin C, which is provided with a recess, e , that embraces said projection d^2 . The front of the pendulum is dished at d^3 , and has lateral grooves d^4 , which conform in intaglio to the shape of the end of a link, except that the walls are made more flaring. The form of said groove is similar to a U, as may be seen in Fig. 2. The object of this construction is to hold the link in such a position (see Fig. 1) that the free end will pass into the draw-head of the car to be coupled without any other guidance, and allows the link to be lifted or moved to any desired position. The frontal projection, d^5 , adds strength to projection d^2 , and

its lower end, d^6 , serves as a hook to prevent the link from sliding from the draw-head when in position to be coupled. The back of the pendulum is provided with an inclined face, d^6 , to which the ears d are attached, and a rounded part, d^8 , which conforms to the shape of the end a^9 of the link-space, so that when forced back the pendulum will have a free space to swing in and an even surface to strike against, which will prevent breakage. The ears d' project into a space, a^6 , in the draw-head. This space is of greater depth than the ears, so that the pendulum can move freely in the slot a^3 , which permits the lower end of the pendulum to rest upon the floor of the link-space, and thus present a firm support for the pin C.

The operation of the device is as follows: The link is shoved in one of the draw-heads and the pin dropped in its hole, as shown at the right of Fig. 1. The pin in the second draw-head is inserted through the upper opening and the recess in its end embraces the projection d^2 . One of the cars is moved toward the other until the free end of the link strikes the pendulum in the draw-head and forces it back until the pin is released from projection d^2 and drops through the link into the lower pin-hole.

What I claim as new is—

1. In a coupling, the combination of a swinging pendulum having a projection immediately under the pin-hole, and a pin having a recess in its lower end, substantially as described.

2. In a coupling, the combination of a bolt having a slotted end, and a pendulum suspended from said bolt by a pintle passing through said slot, substantially as described.

3. In a coupling, the combination of a draw-head having a bolt-hole, a bolt passing through said hole and having a slotted end, and a pendulum having ears connected with said bolt by a pintle, which passes through said slot, substantially as described.

4. In a coupling, a pendulum having a U-shaped groove, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ISAAC H. TRABUE.

Witnesses:

E. R. FISHER,
JOS. BRAYLES.