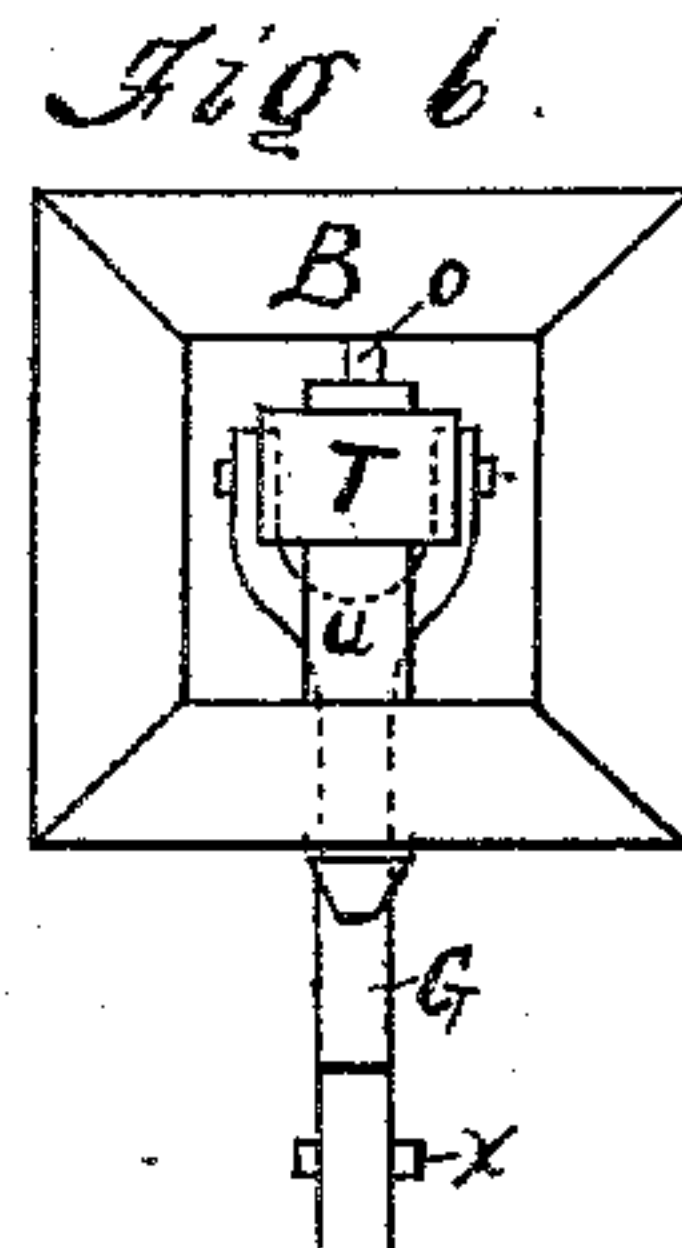
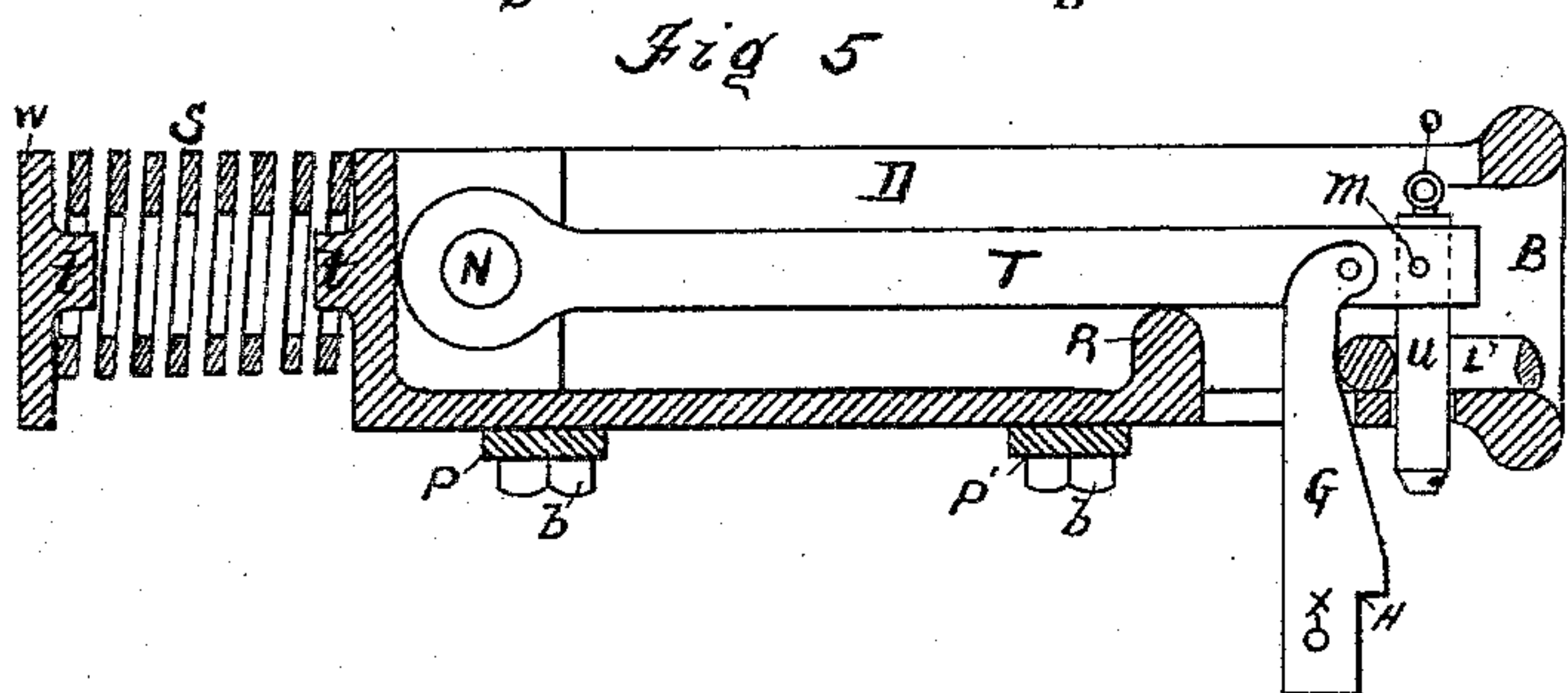
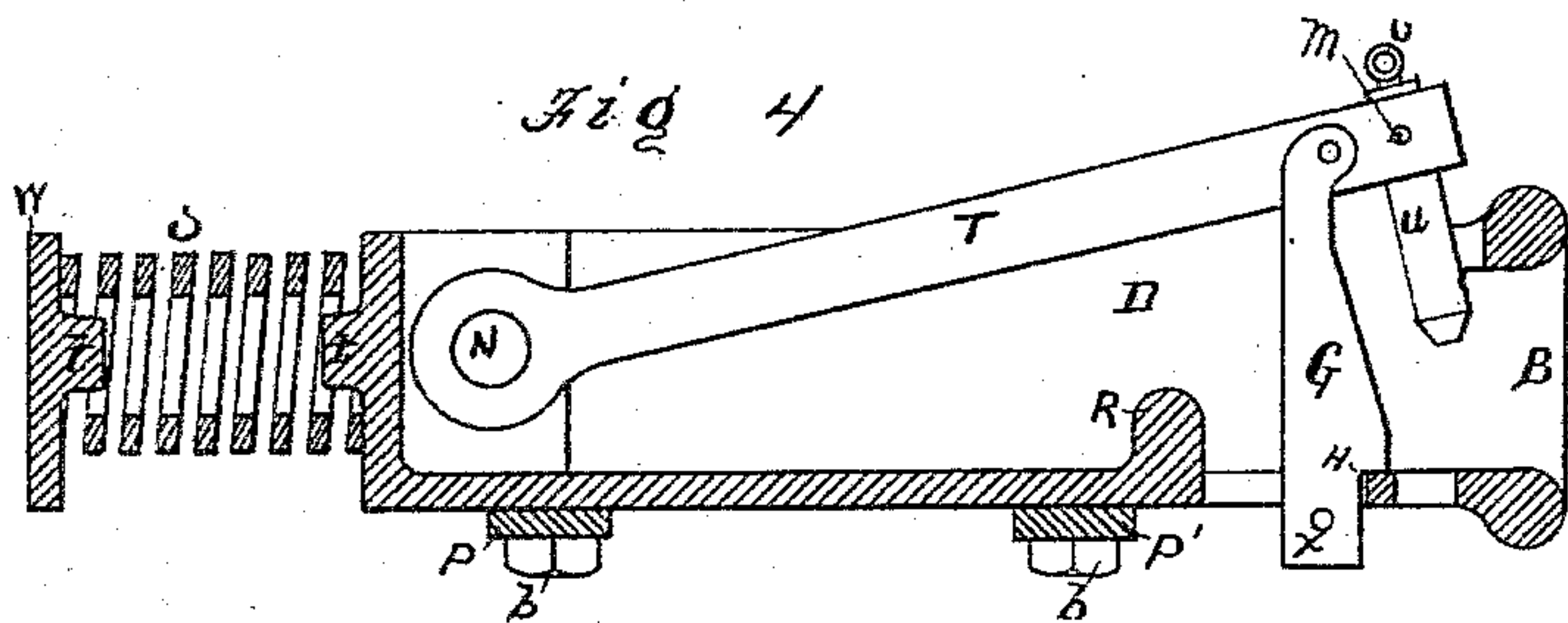
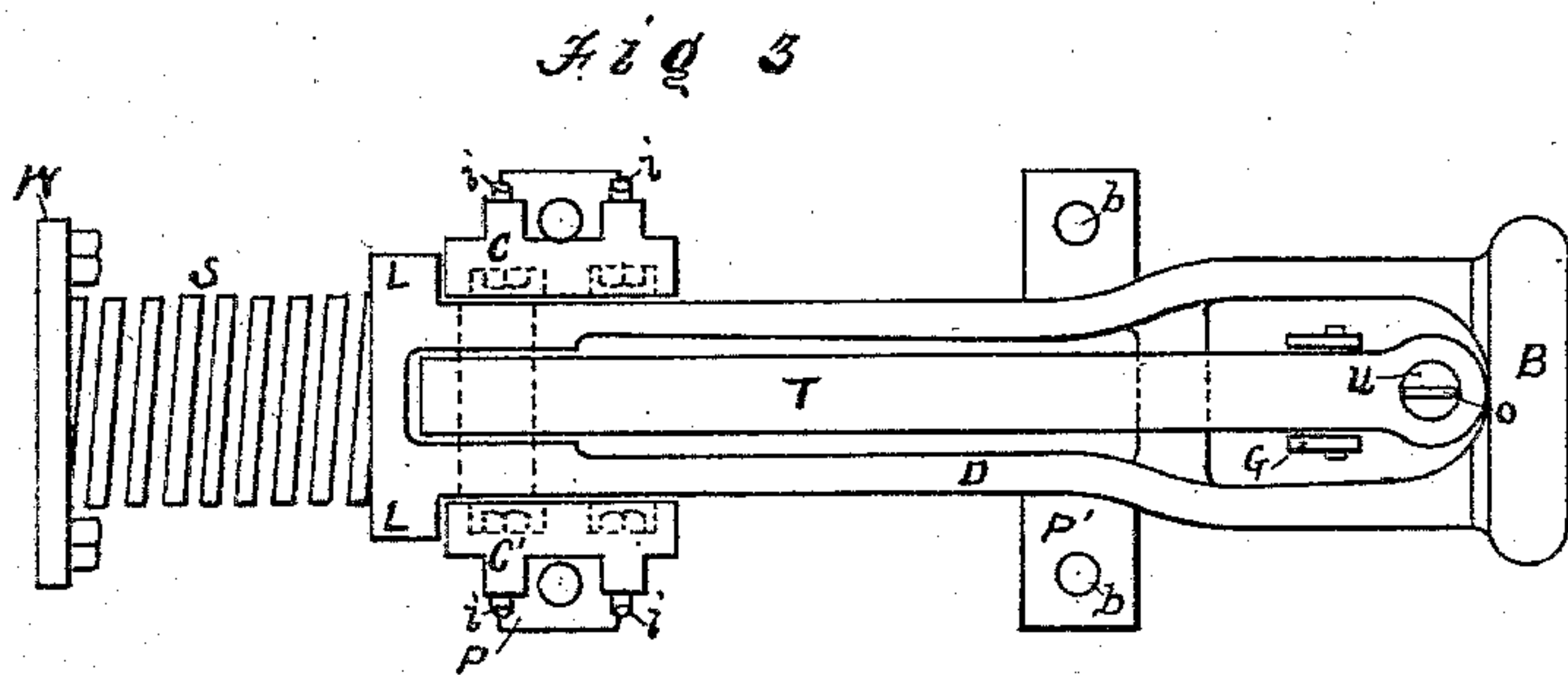
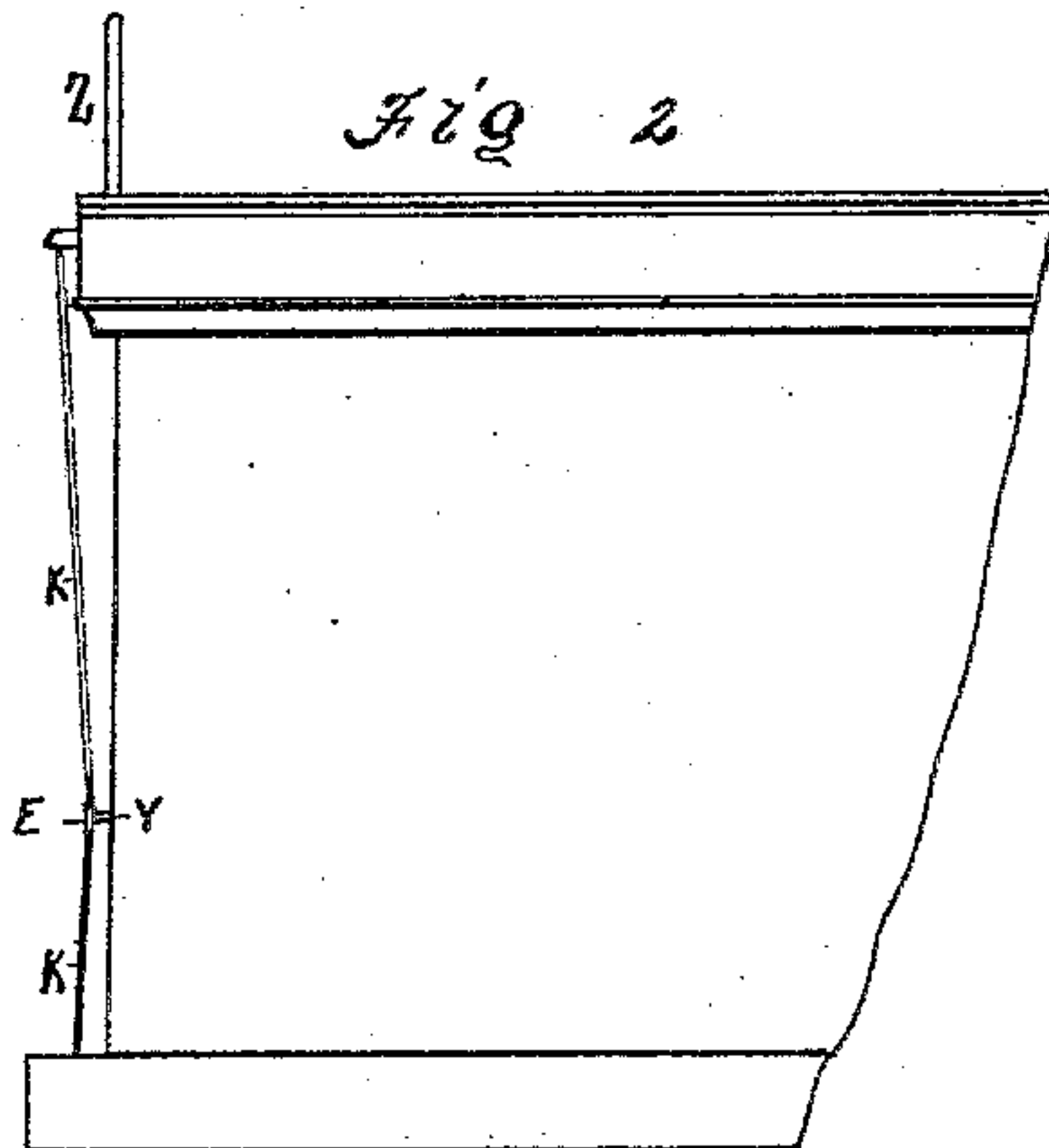
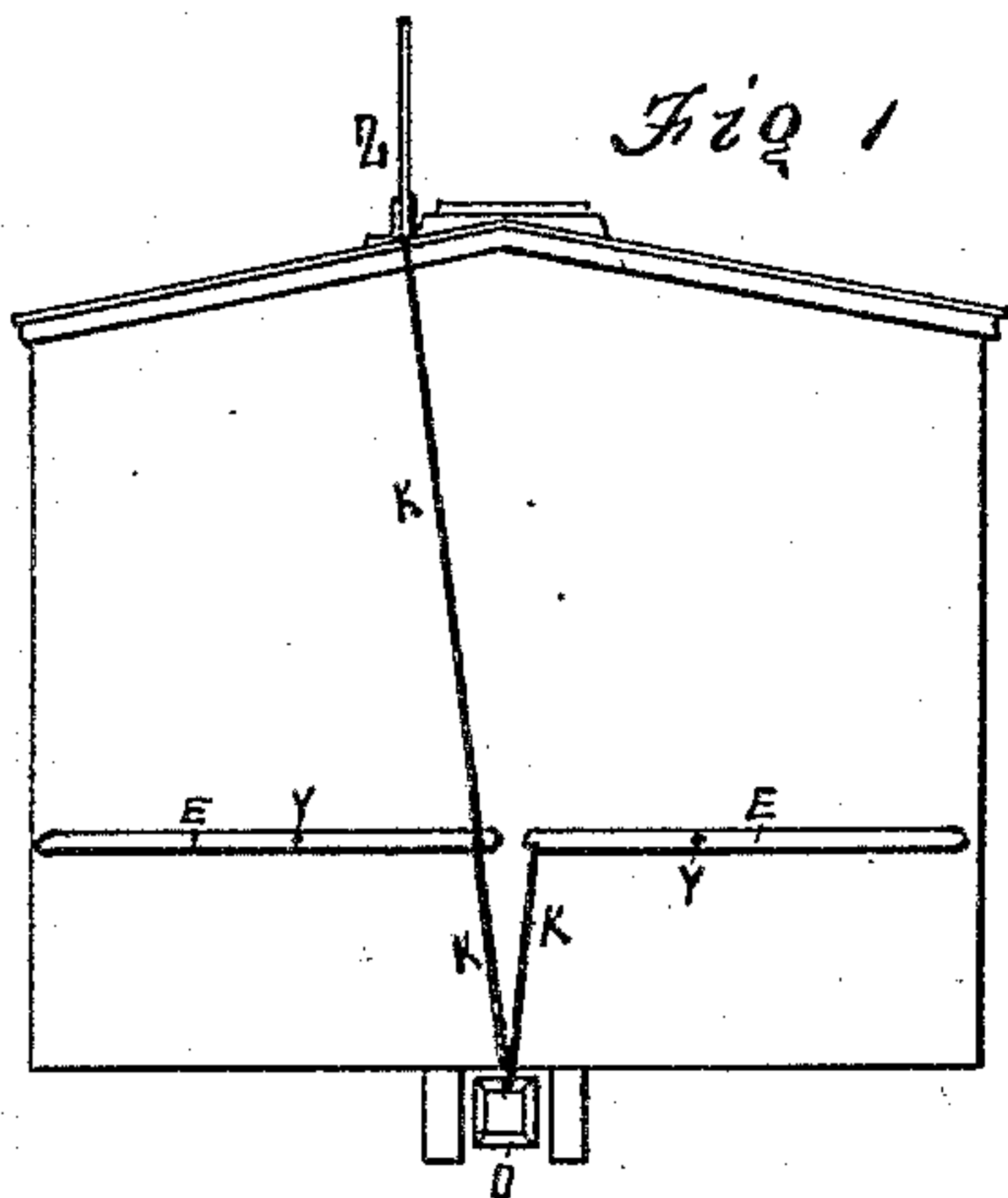


(No Model.)

W. TURNBULL.
CAR COUPLING.

No. 303,241.

Patented Aug. 5, 1884.



Witnesses
M. J. Bulky
A. J. P. J.

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att'y.

UNITED STATES PATENT OFFICE.

WALTER TURNBULL, OF NEW ORLEANS, LOUISIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 303,241, dated August 5, 1884.

Application filed April 26, 1884. (No model.)

To all whom it may concern:

Be it known that I, WALTER TURNBULL, a citizen of the United States, residing at New Orleans, parish of Orleans, and State of Louisiana, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to Car-Couplings which are operated automatically; and the objects of my invention are, first, to provide a means by which railway-cars can be coupled together automatically, and without endangering the limbs and lives of railway employes; second, to afford facilities by which the cars can be uncoupled either from the top of car or from the ground, *ad libitum*, and this end is accomplished without necessitating employes to stand on track between the cars, thus endangering their lives; third, to afford facilities by which my improved automatic coupler can be adapted to any car, and be operated in conjunction with cars having other types of coupling. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is an end view of freight-car showing the application of my coupling. Fig. 2 is a side elevation of Fig. 1. Fig. 3 is a plan view of the coupler. Fig. 4 is a horizontal section showing the coupling-pin in position to receive the link to be coupled. Fig. 5 is a horizontal section of the coupler, showing position of coupling-pin after the coupling has been made. Fig. 6 is an end view of coupling.

Similar letters refer to similar parts throughout the several views.

The buffer or draw-head D, with bell-mouth B, is supported between the draft-timbers of cars by the straps or plates P P', suspended from body of car by the bolts b b. At the rear end of draw-head D are placed or cast lugs L L', which keep draw-head from pulling out by striking against the draft-plates C C'. These draft-plates are secured by the bolts i i to the draft-timbers of car. The draw-head D is maintained in position and kept from being forced back under the car by the spring S, which is placed at rear of

draw-head D, and between it and the washer W, secured to a heavy timber placed between the draft-timbers of car, this spring S being maintained in position by the tongues t t', the object of the spring S, draft-plates C and C', and washer W being to provide a means by which the draw-head D will have elasticity, rendering the draw-head less liable to be injured and broken than if it were rigid.

The tongue or draw-bar T is secured to the draw-head D by the pin N. The coupling-pin u is secured to the forward end of draw-bar T by the pin m. To this pin m is secured a dog or automatic latch, G, provided with the shoulder H. This dog G straddles the draw-bar T, and passes through opening in bottom of draw-head D. When the coupling-pin and draw-bar T are raised, the dog G rises also, and the shoulder H of the dog rests on the bottom of draw-head, and maintains the coupling-pin in position to receive the coupling-link. When the coupling-link enters the draw-head D, it strikes against the dog G, knocking the shoulder H off from its bearing on bottom of draw-head, which allows the coupling-pin and draw-bar to drop and engage with the coupling-link. The link is kept from coming into the draw-head D too far by the back of dog G striking against the rib R, placed in bottom of draw-head D. This rib R also forms a rest for the draw-bar T to rest on when the coupling is made. The latch or dog G is kept from being pulled out of slot in bottom of draw-head D by the pin x, placed in bottom end of latch G.

The draw-bar T and coupling-pin u are raised by means of a chain or rope, K, attached to the eyebolt o, placed in top end of the coupling-pin u. There are three chains or ropes, K, attached to eyebolt o, one leading to each of the two levers E E, placed on end of car, and working on fulcrums Y, and one chain leading to bell-crank Z, placed on top of car, so that the car can be uncoupled from either side or from the top.

I am aware that prior to my invention car-couplings have been made to work automatically. I therefore do not claim the subject, broadly; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

The combination, in an automatic car-coupler, of the draw-head D, provided with rib
5 R, tongue *t*, and lugs L, with the draw-bar
T, having the coupling-pin *u* secured to forward end, and the dog or automatic latch

G, provided with shoulder H and pin *x*, all substantially as set forth, for the purpose specified.

WALTER TURNBULL.

Witnesses:

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