

(No Model.)

G. H. COLBY.

CAR COUPLING.

No. 329,537.

Patented Nov. 3, 1885.

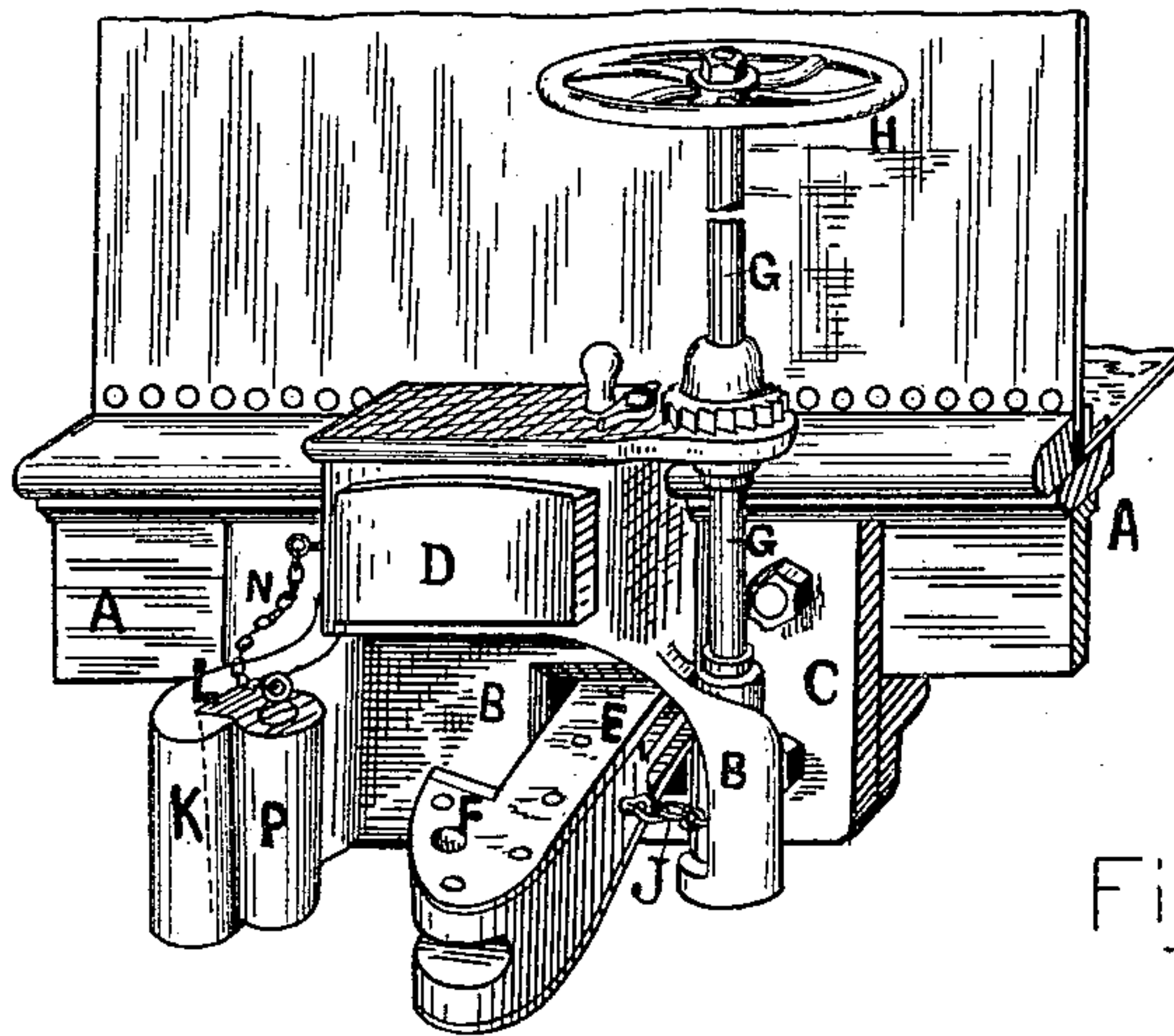


Fig. 1.

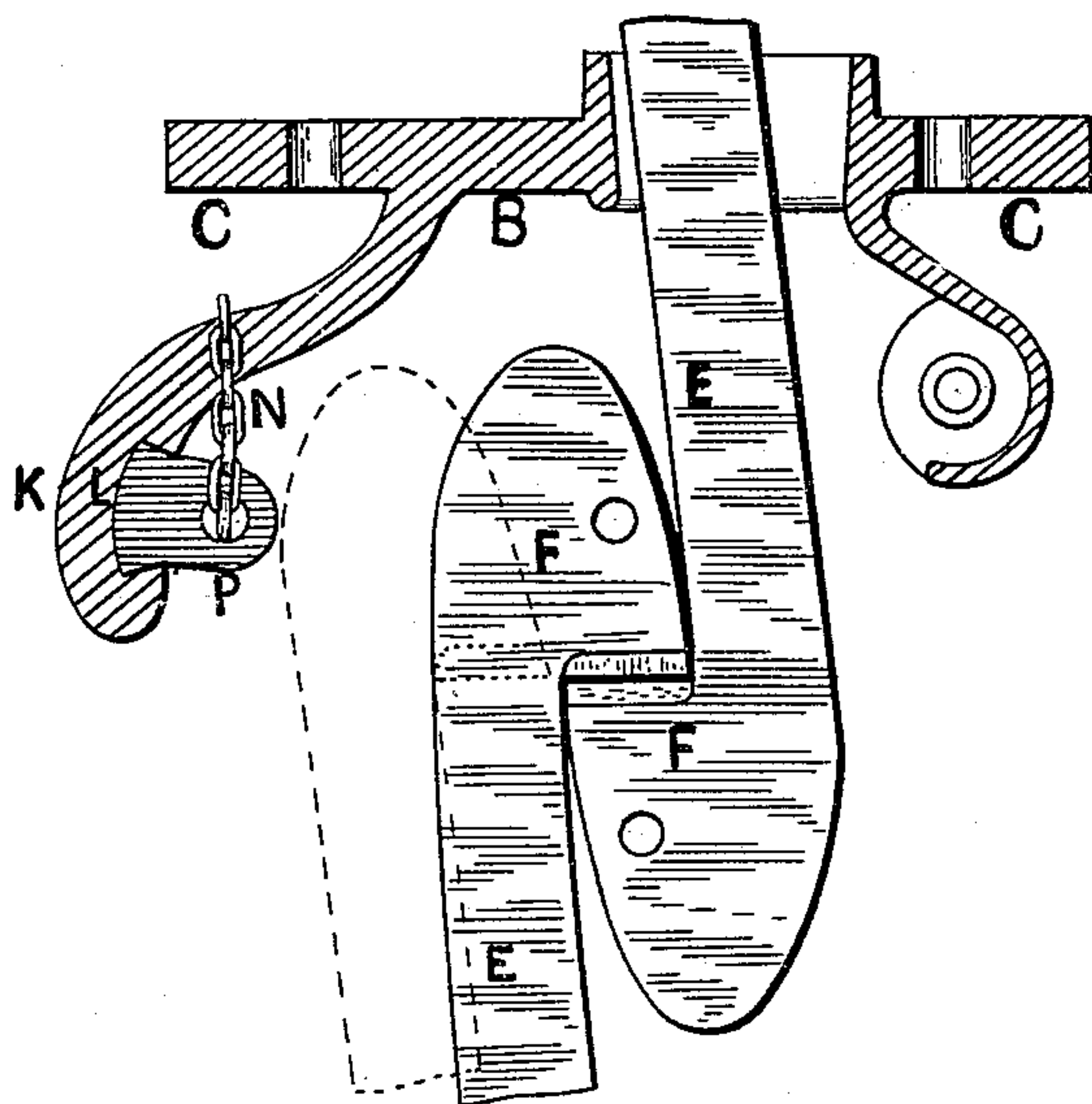


Fig. 2.

INVENTOR

WITNESSES:

Thos. S. Gooding,
W. R. Marble

By

George H. Colby,
Sydney Walker
Attorney

UNITED STATES PATENT OFFICE.

GEORGE H. COLBY, OF BOSTON, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 329,537, dated November 3, 1885.

Application filed September 14, 1885. Serial No. 177,125. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. COLBY, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Coupling Attachments for Locomotive-Tenders, of which the following is a specification.

The object of my invention is to provide the guide-wing or projection for controlling the lateral movement of the hook end of the coupling draw-bar of the car with an adjustable guide-bar or detachable device, whereby the coupling-hooks may be retained in position with each other and the draw-bar hook of the car uncoupled therefrom when the car and tender are upon a short curve in the track by removing the detachable device, or adjusting the guide-wing laterally, as hereinafter more fully described, and set forth in the claim.

This invention relates to an improvement in coupling attachments for locomotive-tenders for which Letters Patent No. 288,209 were granted to me, dated November 13, 1883.

Figure 1 represents a perspective view of a coupling attachment for locomotive-tenders having my invention applied thereto. Fig. 2 represents a plan view of the same with the upper portion of the case removed therefrom.

A represents the lower part of the frame of a locomotive-tender at the rear end, having secured thereto a guiding and supporting case, B, made, preferably, of cast metal, and bolted through its flanges C to said frame at the rear end of the tender, as shown in Fig. 1. A bunter-bar extends through the upper part of this case, provided with a bunter-head, D, on its outward end, and with means fixed to the bar, and a coiled spring secured in position thereon, as heretofore and now in general use, so that when the bunter is forced in the spring is compressed, and its recoil operates to force the same outward to its former position when released. A coupling-bar, E, provided with a hook, F, at its outward end, extends through the lower part of the said case B, and extends beneath the tender, and is secured or pivoted to the end of the short spring-bar portion, formed as usual, so that the hook end of the said coupling-bar may be moved in a lateral direction, and when forced longitudinally in either direction the spring will return the bar to its normal position when released. A ver-

tical shaft, G, provided with a hand-wheel, H, at its upper end, has suitable bearings in the said case at the outside, with a ratchet-wheel secured to the shaft, and a pawl pivoted to the case, and a chain, J, secured at one end to the shaft and at the other end to the said coupling-bar E, serves to draw the latter to one side when the shaft is turned and the said chain wound thereon, and the coupling-bar may be held in such position by the pawl engaging with the said ratchet in the usual manner, so as to disengage the coupling-bar hook of the tender from the hook of the coupling-bar on the next car.

When it is desired to couple the locomotive and tender to the train, the former, with its tender, is backed against the first car of the train, and as the curved outer ends of the coupling-bars come together they are forced laterally or to one side until the meeting-faces of the hooks pass each other, when the hooks engage with each other in the usual manner, and when it is desired to detach the locomotive and tender from a train the said vertical shaft is turned by its hand-wheel to wind the chain upon said shaft, and the coupling-bar, with its hook, is drawn to one side, so that the hooks will be disengaged, when the locomotive and tender are free to move away.

In order to guide the hooks into position with each other, so as to readily couple together, I provide one side of the said case B with an extended or projecting wing, K, opposite the face of the said draw-bar hook F, which serves to guide the opposite coupling-hook on the car laterally, so as to engage with the said draw-bar F when brought together in the usual manner. This guide-wing K also serves to prevent the coupling-hooks from becoming accidentally disengaged when passing around a short curve in the track, and in practice it is found that in order to best serve these purposes its position in relation to hooks of the draw-bars is such that the tender cannot be readily uncoupled from the next car when the same are stopped upon a very short curve in the track, and in order to provide a remedy for this defect I provide the inward face of the said guide-wing K with a vertical dovetailed groove or opening, L, as shown, and fit therein a slightly-tapering detachable guide-block, P, which may be withdrawn from said opening

or groove L when desired, so as to permit the draw-bar of the car to be forced to one side or laterally a sufficient distance to disengage the said hooks from each other when the loco-
5 motive-tender and car are at rest upon the track, as above described, or whenever desired, and as a means of safety and convenience I provide the said guide-block P with a chain, N, secured to the upper end thereof
10 and connected to the outside of the said case B, or in any other suitable manner. It will be evident that the said guide-wing K may be hinged to the case B, and adapted to be adjusted laterally, and secured in such position
15 as desired, so as to serve the same purpose

contemplated, as by the means of the said removable guide block P, without in the least departing from my invention.

Having thus described my invention, what I claim is—

The combination, with the guide-wing K of the case B, provided with a vertical groove, L, of the detachable guide-block P, substantially as described, as and for the purposes set forth.

GEO. H. COLBY.

Witnesses:

SYLVENUS WALKER,
ROBERT E. LIBBY.

20