

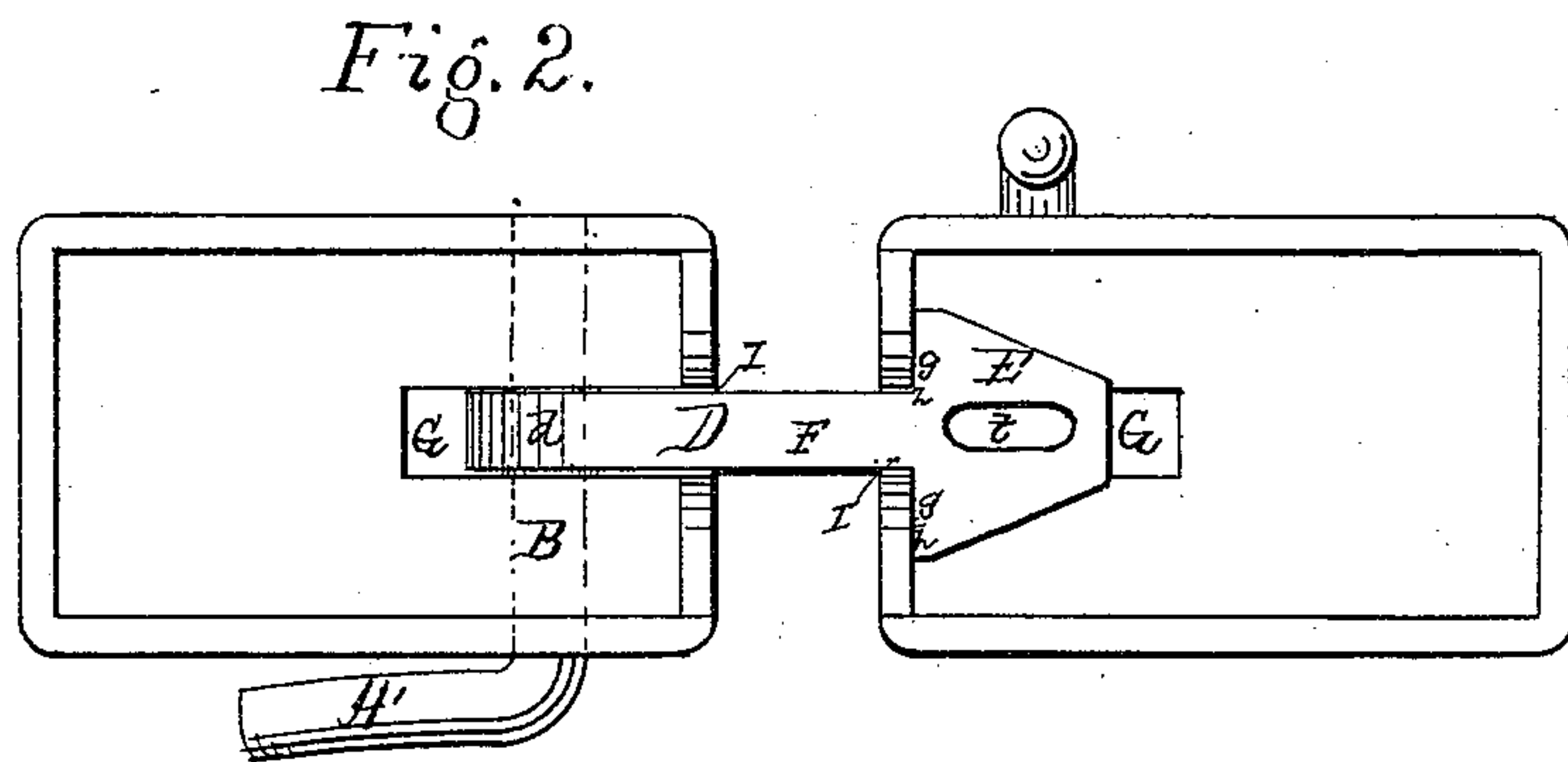
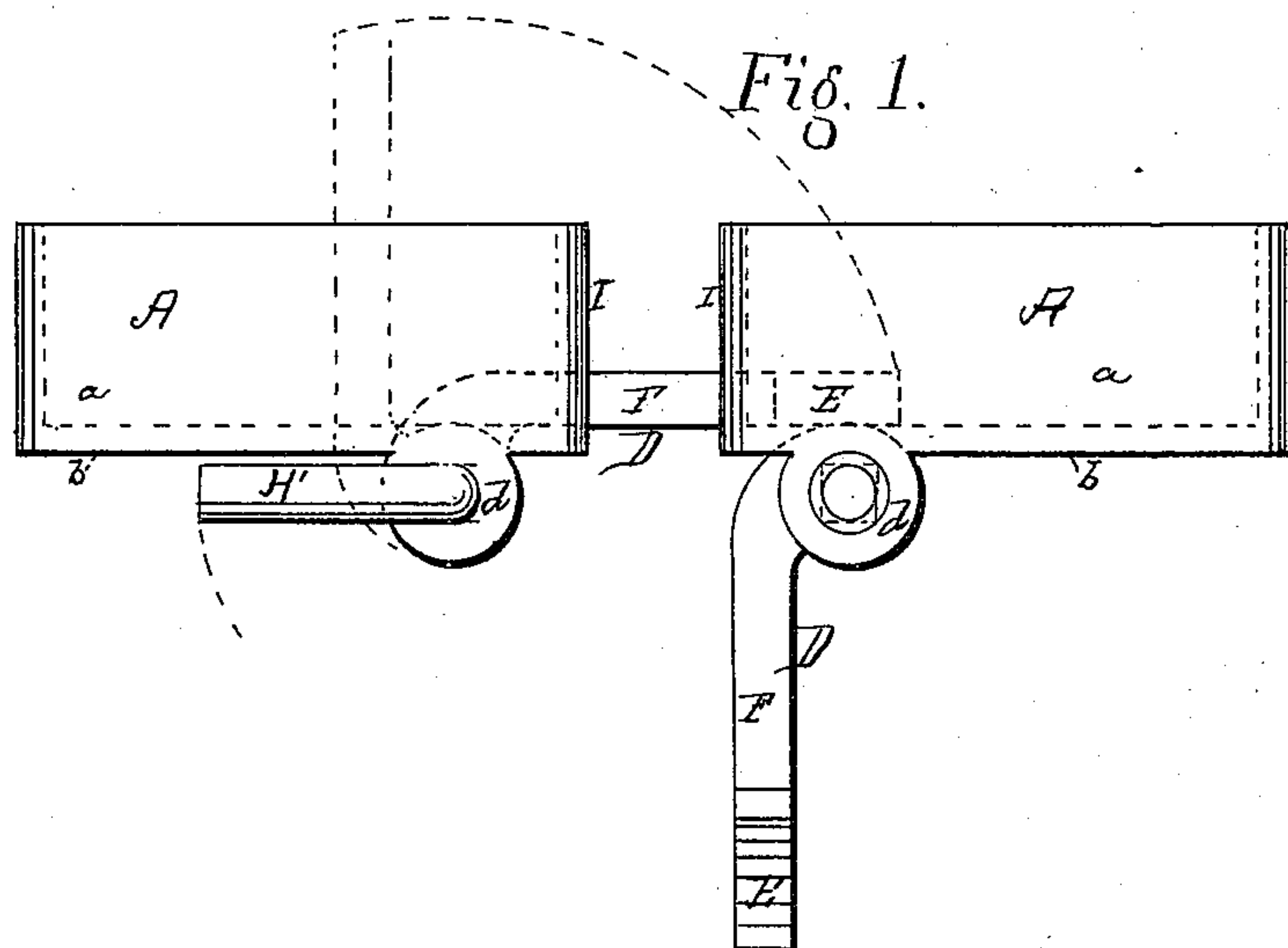
(No Model.)

J. WOOD & M. S. DRAKE.

CAR COUPLING.

No. 350,518.

Patented Oct. 12, 1886.



Witnesses,
Linton S. Harris
Chas R. Clarke

Inventor,
Joseph Wood
and Mahlon S. Drake
by *Robert* their atty.

UNITED STATES PATENT OFFICE.

JOSEPH WOOD, OF RED BANK, AND MAHLON S. DRAKE, OF NEWARK, AS-
SIGNORS TO SOPHIA WOOD, OF RED BANK, N. J., AND SAID DRAKE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 350,518, dated October 12, 1886.

Application filed August 5, 1885. Serial No. 173,615. (No model.)

To all whom it may concern:

Be it known that we, JOSEPH WOOD, of Red Bank, State of New Jersey, and MAHLON S. DRAKE, of Newark, New Jersey, are the joint
5 inventors of an Improvement in Couplers for Cars, of which the following is a description, reference being had to the drawings accompanying the same, in which—

Figure 1 is a side view of our coupler, one
15 of which is in use and one not in use. Fig. 2 is a top view of coupler and buffer, showing a face view of our coupler.

Our invention consists of a car-coupler, and is in the shape of letter T, the head or engaging
20 part being the head of said T, as hereinafter described.

A and A are the ends of two car-coupling boxes, which are placed on the ends of cars, and are empty boxes having sides *a a* and
25 bottom *b*.

B is a rod or handle, which passes through the ear *d* of the coupling device D, and, while perfectly round at all parts, is square at the point where it enters said ear, the aperture
30 in said ear being made square, so as to hold said rod. The rod thus fastened in said ear operates the T-shaped coupler, and by the rod the coupler D is thrown forward, upward, or downward. The coupler D has the T-head E,
35 which is made on end of arm F, both preferably made of same piece with ear *d*. In head E is an aperture, into which a bolt may be dropped when desired. The movement of coupler D is governed by the manipulation of rod B by means of handle H'.

When two cars are brought together, both equipped with our improved coupler, one coupler only is employed, as shown in Fig. 1, and said unemployed coupler hangs down un-
40 der the coupler-box.

In the head E is the aperture *t*, which is placed there so that coupling may be made

with a car not having our device attached, as it will be readily seen that the aperture serves the same purpose as a link now commonly
45 used, into which aperture the pin may be dropped. It will also be seen that by the use of our coupler cars of unequal height may be attached to each other. The arm F, at its point where ear *d* is located, has a free move-
50 ment when operated by arm or rod D through slot G. The heads of each box are slotted at I I, as shown, so that the arm F in its length is dropped into or raised from the same. The arms *g g* of head E, when dropped into slot I,
55 engage with the end of box at *h h*, and contact therewith prevents the head from jumping out.

We show a coupler that when not in use hangs underneath the buffers, and is operated
60 from below the buffers, and the bearings of which are entirely underneath said buffer-heads, and never hung above. By this means a great advantage is gained over those now in use, as when the arm F is not used it drops
65 down and is out of the way.

We do not claim, broadly, a T-shaped coupler, only when used in combination with a buffer, as described.

What we claim is—

A car-coupler consisting of T-shaped arm
70 F and ear *d*, swung and arranged to operate under the buffer-head or box A by means of rod B, so that the T-shaped arm F, when not in use, hangs under said buffer-head, substantially as described, and for the purpose speci-
75 fied.

Witness our hands this 3d day of August,
1885.

JOSEPH WOOD.
MAHLON S. DRAKE.

Witnesses:

J. M. HUNT,
CHAS. R. CLARKE.