

(No Model.)

S. & E. H. TRUAX.

3 Sheets—Sheet 1

CAR COUPLING.

No. 360,832.

Patented Apr. 5, 1887.

Fig. 1.

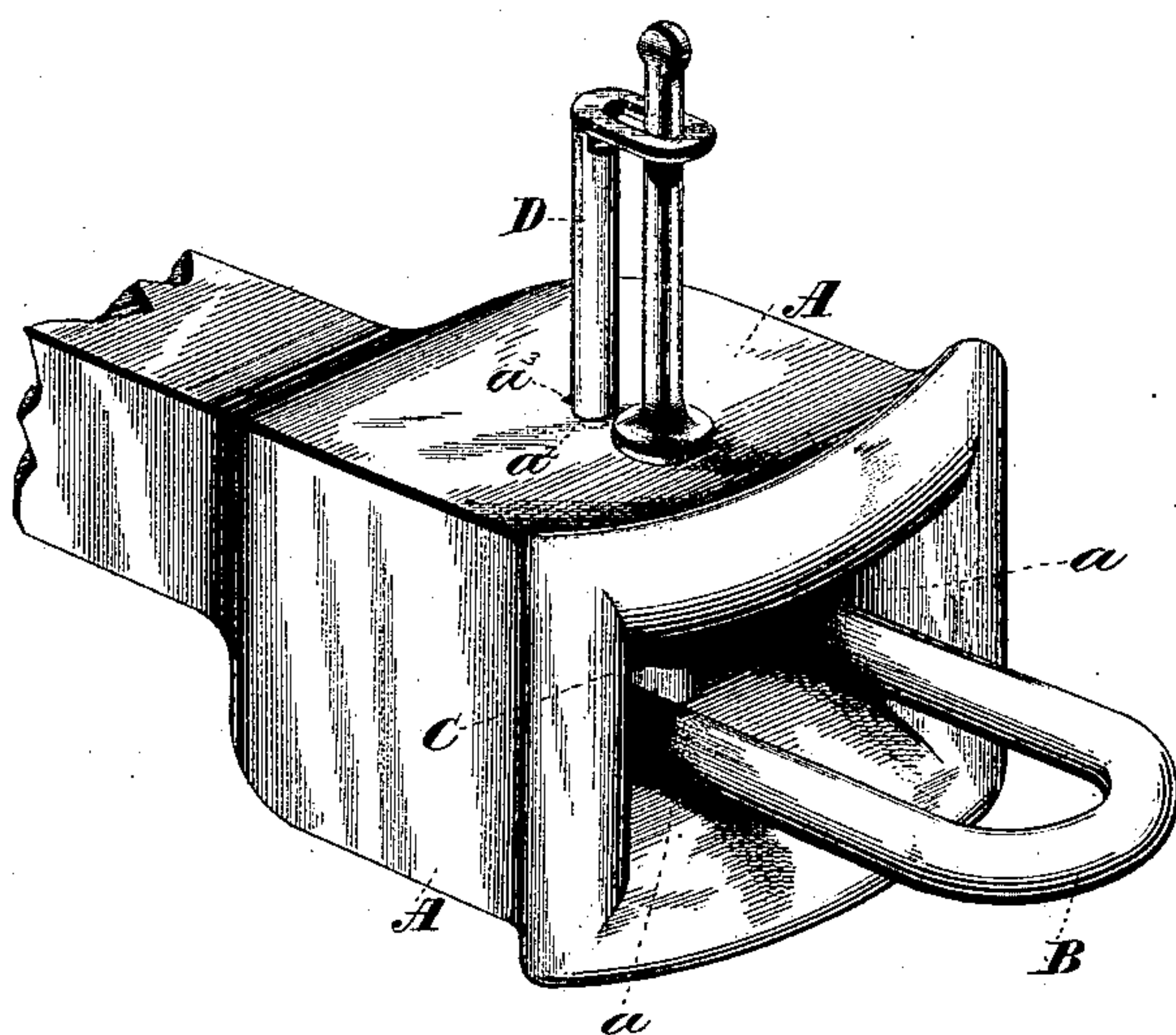
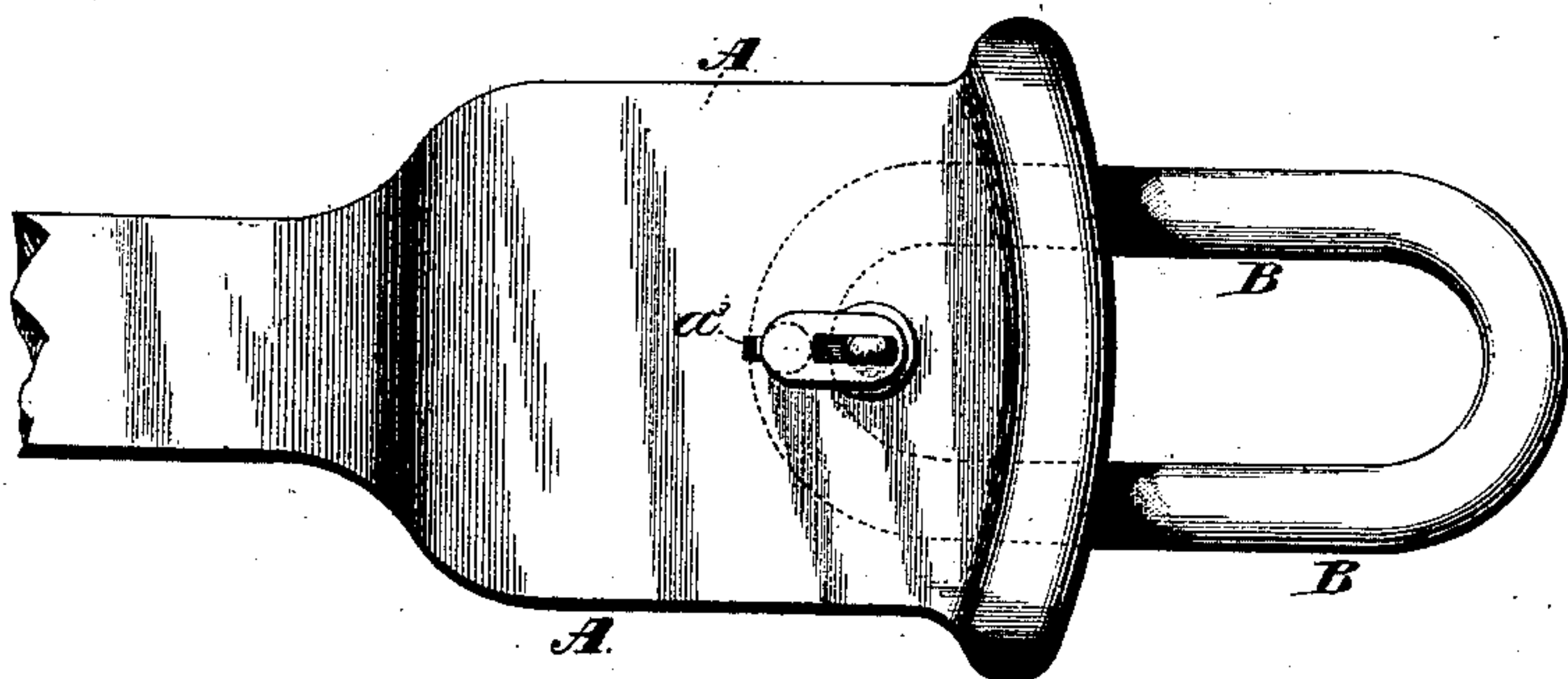


Fig. 2.



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Fig. 3.

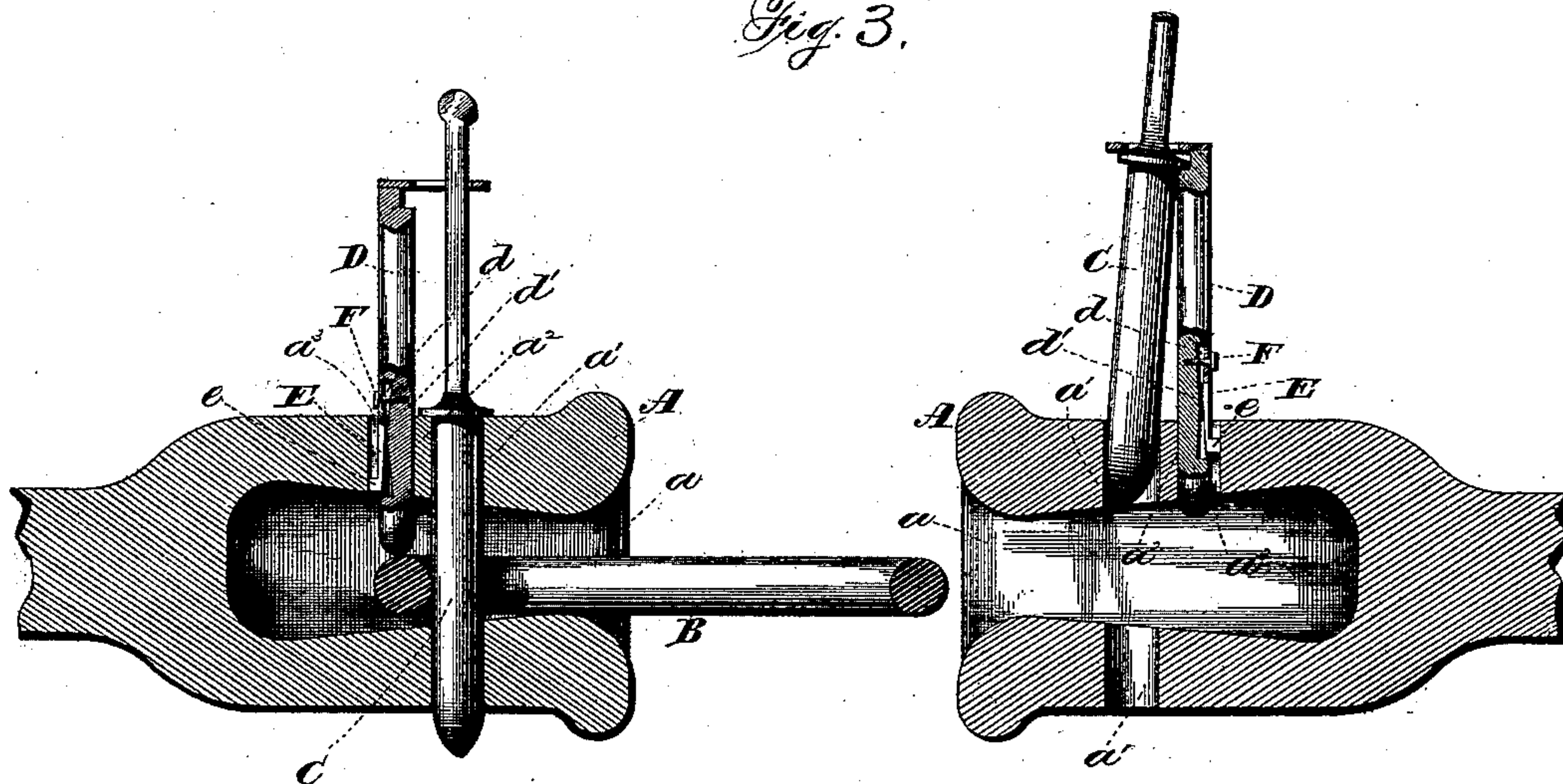
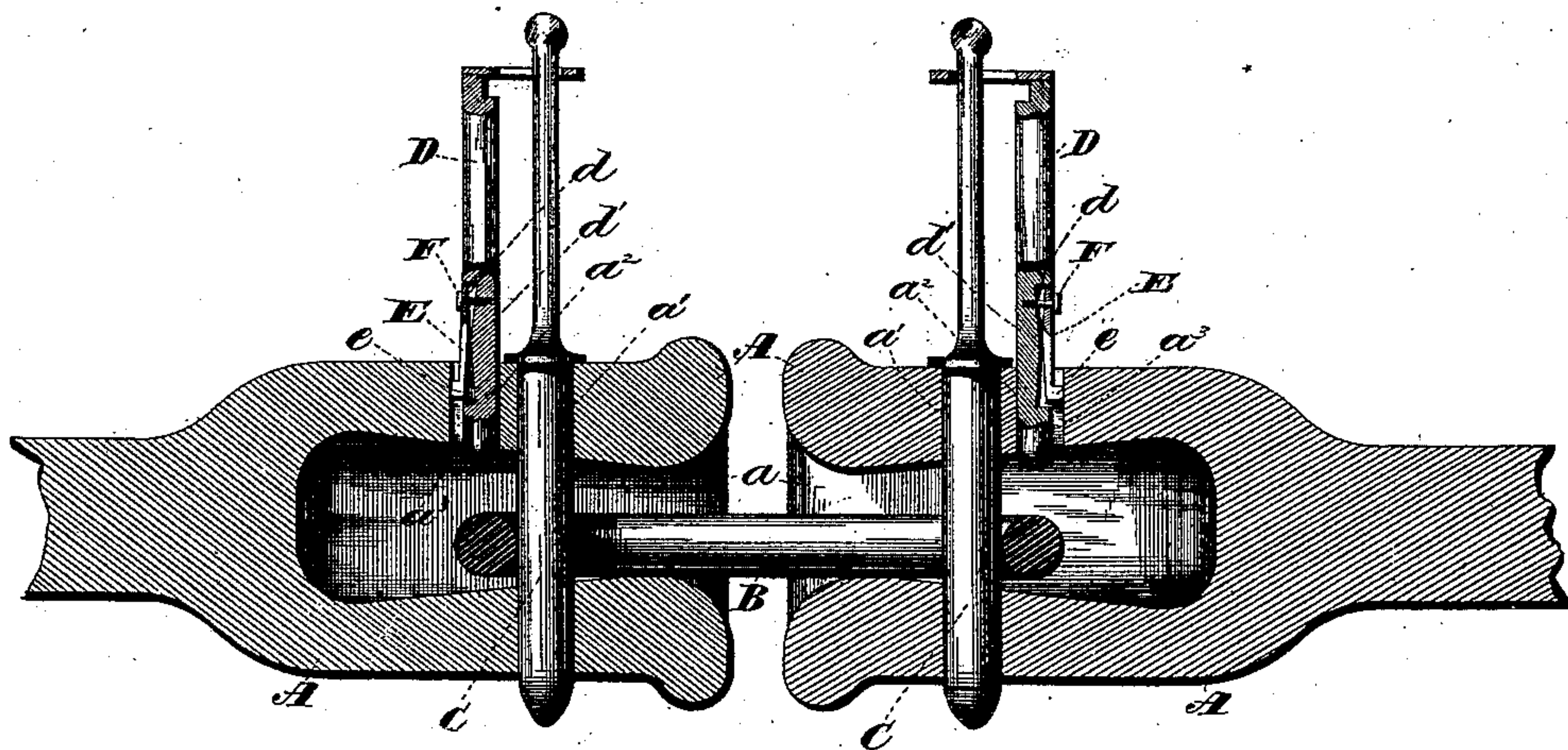


Fig. 4.



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3 Sheets—Sheet 3.

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Fig 5.

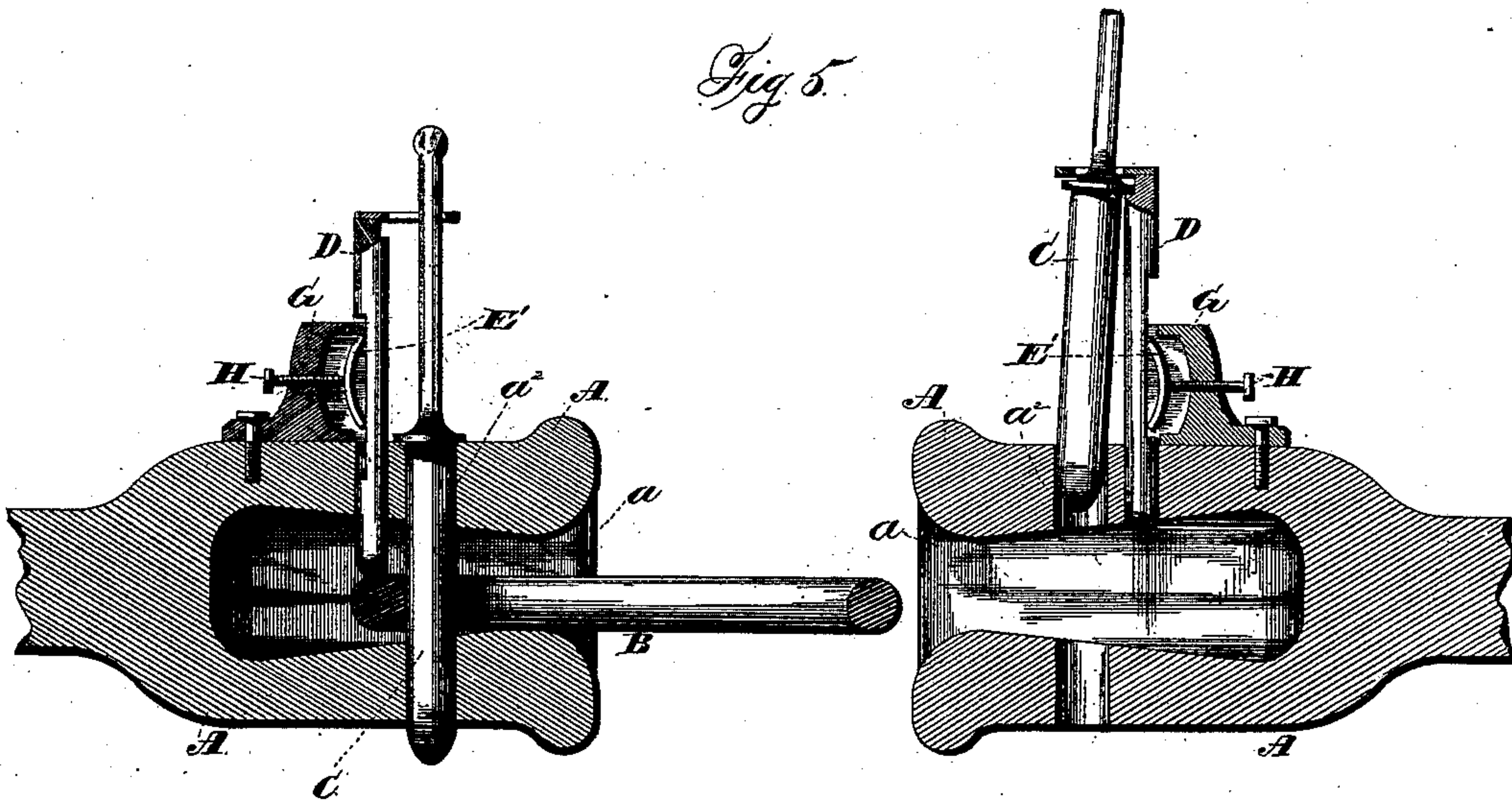
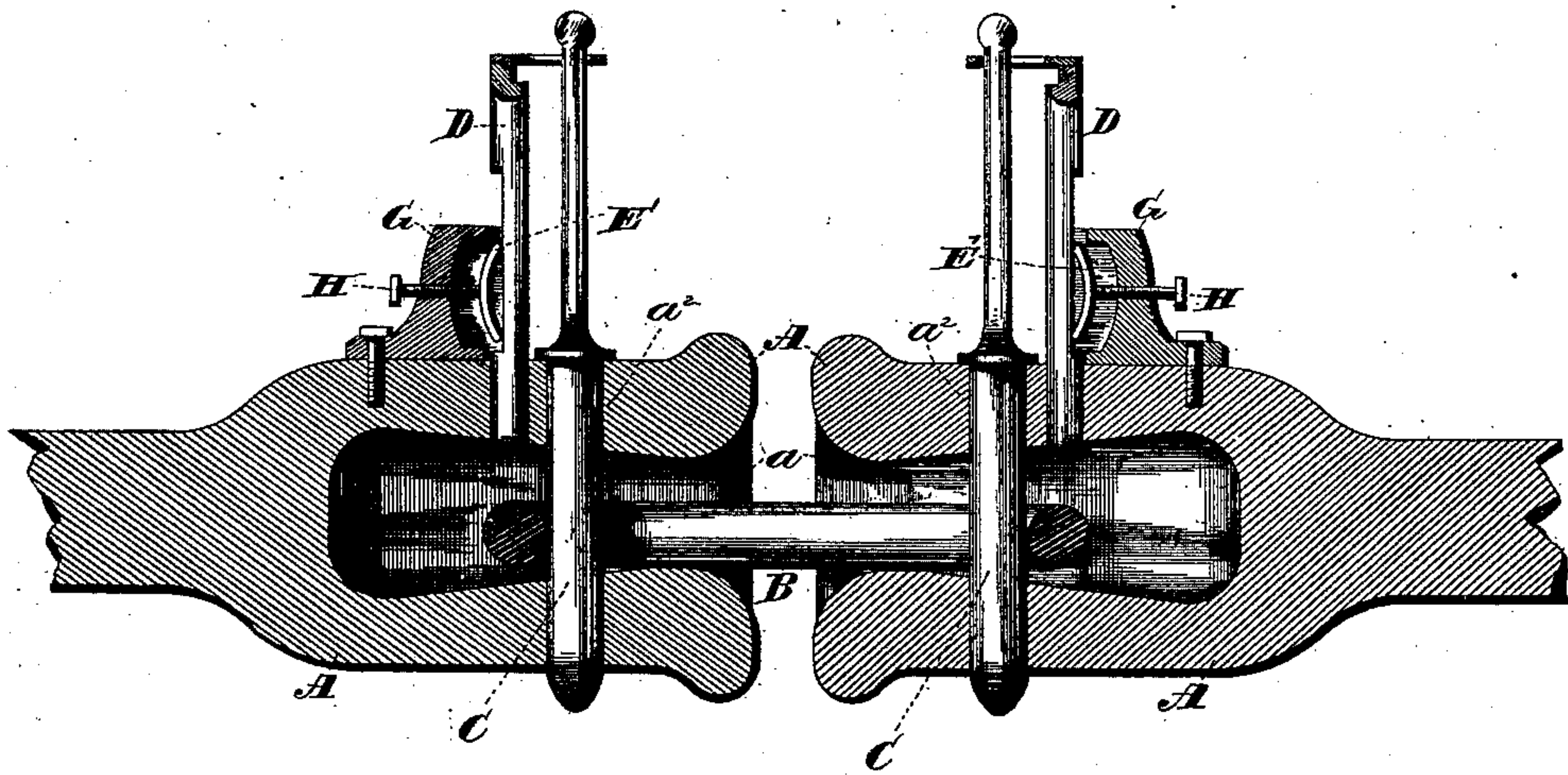


Fig. 6.



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UNITED STATES PATENT OFFICE.

SEWALL TRUAX AND EDWARD H. TRUAX, OF TRUAX LANDING, WASHINGTON TERRITORY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 360,832, dated April 5, 1887.

Application filed March 9, 1887. Serial No. 230,263. (No model.)

To all whom it may concern:

Be it known that we, SEWALL TRUAX and EDWARD H. TRUAX, of Truax Landing, in the county of Garfield, and in Washington Territory, have invented certain new and useful Improvements in Car-Couplings; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a car-coupling of our construction. Fig. 2 is a plan view of the upper side of the same. Fig. 3 is a central longitudinal section of two couplings upon a vertical line, and shows the relative positions of parts when the link is engaged with one coupling and is about to engage with the other. Fig. 4 is a like view of the same after the link has been engaged by both couplings; and Figs. 5 and 6 are central longitudinal sections of two couplings, showing a modification in the construction of the means used for holding the link-leveling bar.

Letters of like name and kind refer to like parts in each of the figures.

Our invention has for its object the holding of a coupling-link within one draw-head in position for ready engagement with a second draw-head; and to this end said invention consists, as an improvement in car-couplings, in the combination of a draw-head and a vertical longitudinally-movable bar which is held by friction at any desired point between the limits of its motion, and when moved to or near the lower limit of motion is adapted to engage with the rear upper portion of a coupling-link and hold such link in substantially a horizontal position, substantially as and for the purpose hereinafter specified.

In the application of our invention to practical use we employ a draw-head, A, that has the usual general form, and within its outer end is provided with a bell-mouth recess, a , for the reception of a coupling-link, B, which link, when inserted within said recess, is locked in place by means of a coupling-pin, C, that passes through a corresponding vertical opening, a' , provided in said draw-head and through the inner portion of said link.

In rear and very near to the opening a' is a

second parallel opening, a^2 , which only extends through the upper half of the draw-head A, is round in horizontal section, and within one of its sides is provided with a vertical groove, a^3 , that may extend the entire length or only a portion of the length of said opening, as desired.

Within the opening a^2 is loosely fitted a round bar, D, which is adapted to move longitudinally through the same, and within one side is provided with a longitudinal groove, d , that corresponds in width to the width of the groove a^3 , and at its ends has greater depth than at or near its longitudinal center, at which latter point is formed an obtuse angle, d' .

The groove d contains a spring, E, which bears against the angle or fulcrum d' , and at its lower end is provided with an outwardly-projecting lug, e , that enters into and bears upon the bottom of the groove a^3 with a force which is governed by a screw, F, that passes through the upper end of said spring and has its inner threaded end contained within a correspondingly-threaded opening in the bar D. By turning the screw inward the upper end of said spring will be drawn in the same direction, causing a tension by which its lower end will be correspondingly pressed outward, while by turning said screw outward the tension of said spring will be decreased and the outward pressure upon the lug e diminished, the arrangement being for the purpose of regulating the frictional resistance to the longitudinal movement of the bar D.

If, now, a link be placed within the draw-head and the spring-held bar moved downward against the rear upper portion of said link, the outer end of the latter may be raised to and will be held in the position necessary to enable it to enter the mouth of another draw-head. After the link is coupled with the second draw-head said spring-held bar will be moved upward out of the way by the vertical play of said link.

In Figs. 5 and 6 are shown a modification in the arrangement of the friction mechanism, the spring E' being placed within a stationary support, G, at the rear of the opening a^2 , and caused to bear upon the rear side of the bar D by means of a regulating-screw, H, such re-

versal of parts being obviously the mechanical equivalents of the arrangement before described.

Having thus described our invention, what
5 we claim is—

As an improvement in car-couplings, the combination of a draw-head and a vertical longitudinally-movable bar which is held by friction at any desired point between the
10 limits of its motion, and when moved to or near the lower limit of motion is adapted to engage with the rear upper portion of a coup-

ling-link and hold such link in substantially a horizontal position, substantially as and for the purpose specified.

In testimony that we claim the foregoing
we have hereunto set our hands.

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Witnesses:

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