

(No Model.)

S. TROWBRIDGE.

CAR COUPLING.

No. 375,399.

Patented Dec. 27, 1887.

Fig. 1.

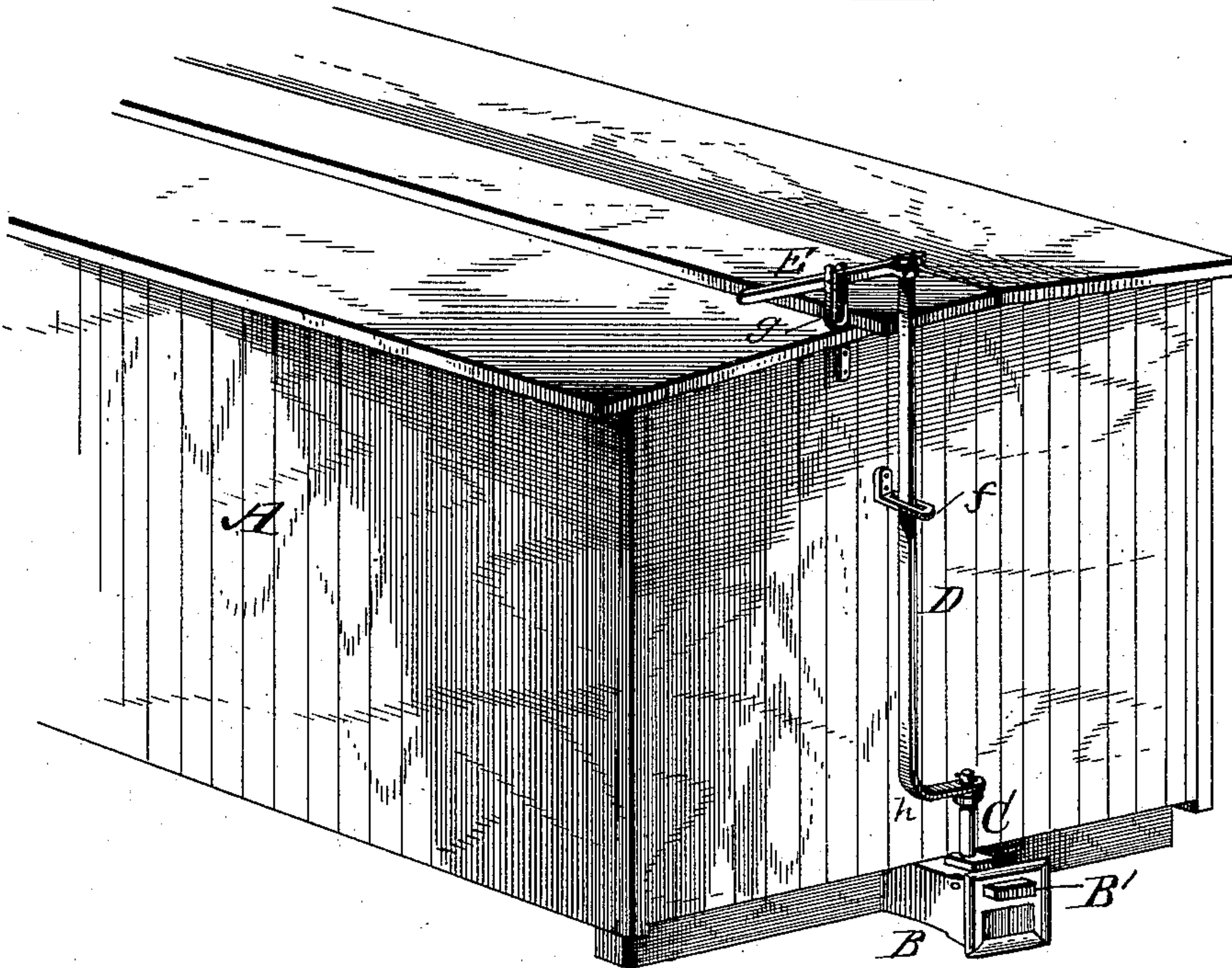
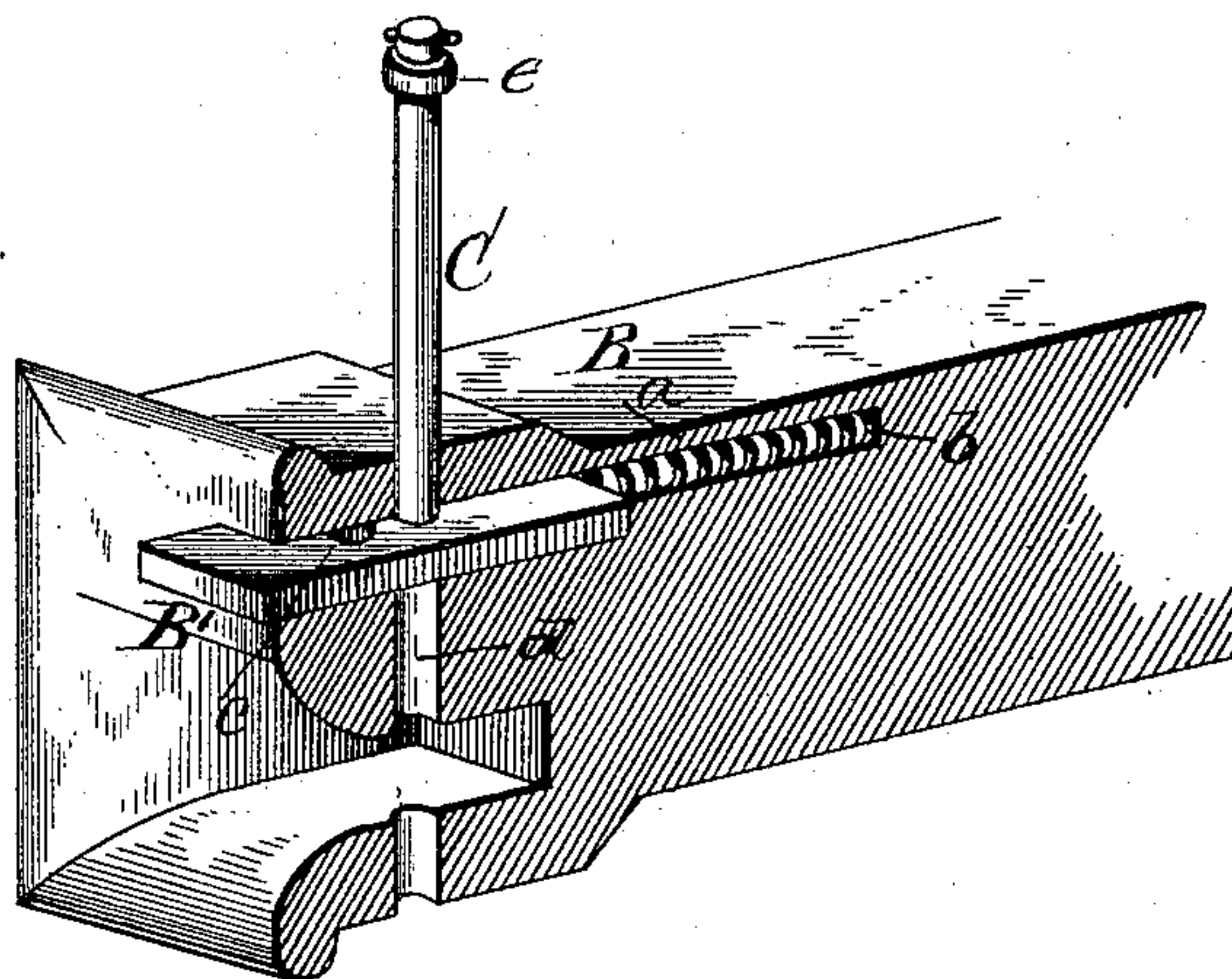


Fig. 2.



Witnesses

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SAMUEL TROWBRIDGE, OF LA FORGE, MISSOURI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 375,399, dated December 27, 1887.

Application filed August 23, 1887. Serial No. 247,655. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL TROWBRIDGE, a citizen of the United States, residing at La Forge, in the county of New Madrid and State of Missouri, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective end view of a railroad-car, showing my improved coupling applied thereto; and Fig. 2 is a sectional perspective view, on an enlarged scale, of the draw-head and its coupling-connections.

The object of the present invention is to provide a simple and easily-operating car-coupling; and it consists in the details of construction, substantially as shown in the drawings, and hereinafter described and claimed.

In the accompanying drawings, A represents the car, to the end of which the coupling is connected, and B is the draw-head, the latter having a longitudinal slot, *a*, near its upper side to receive a spiral spring, *b*, and locking-plunger B', arranged in front of said spring, as shown.

This plunger B' has a hole, *c*, through it to receive the coupling-pin C, and a hole, *d*, of similar size, is made in the draw-head for the pin to pass down through after passing through the hole in the plunger, and in this position the coupling-link, which may be of the usual construction, will connect the two draw-heads of the respective cars together, the pin passing down through the link in the usual manner.

The upper end of the pin C has an annular shoulder, *e*, to support the bent end *f* of an upright rod, D, the pin being swiveled to the bent end of the rod, as shown. The shoulder on the pin is of importance, as it forms a support for the lower end of the rod, and the latter, being bent horizontally at its point of connection with the pin, renders the coupling more

easily operated from the top or roof of the car, and the swiveling of the pin and rod together takes any undue strain off the pin when being raised by the rod. The rod D passes up through a guide, *h*, secured to the end of the car, and the rod has connected to its upper end a hand-lever, E, which is pivoted to a bracket, *g*, on the roof of the car. When the handle portion of the lever is depressed, the rod will be raised and with it the coupling-pin, and as soon as the lower end of the pin is disengaged with the hole *c* in the plunger B' the spring *b* will force out the plunger to act as a support for the lower end of the pin, and another coupling of the cars takes place. When the pin is in position, as shown in Fig. 2, the respective draw-heads are uncoupled, and when the cars are coupled the opposite draw-head will strike against the plunger B' and force it in, and as it does so the hole in the plunger will come on line with the end of the coupling-pin, when the latter will by its own weight pass down through it and into the hole in the draw-head, and through the link of the opposing draw-head, which will securely couple the two heads together.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a coupling for railroad-cars, the draw-head B, having the slot *a* and spring *b*, and locking-plunger B', having hole *c*, in combination with the pin C, formed with shoulder *e*, and the rod D, bent at its lower end, as shown, and swiveled to the pin and operated by a suitable lever at the roof or top of the car, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SAMUEL TROWBRIDGE.

Witnesses:

T. J. O. MORRISON,
WESTON DAWSON.