

(No Model.)

G. W. BAILEY.
CAR COUPLING.

No. 450,832.

Patented Apr. 21, 1891.

Fig. 1.

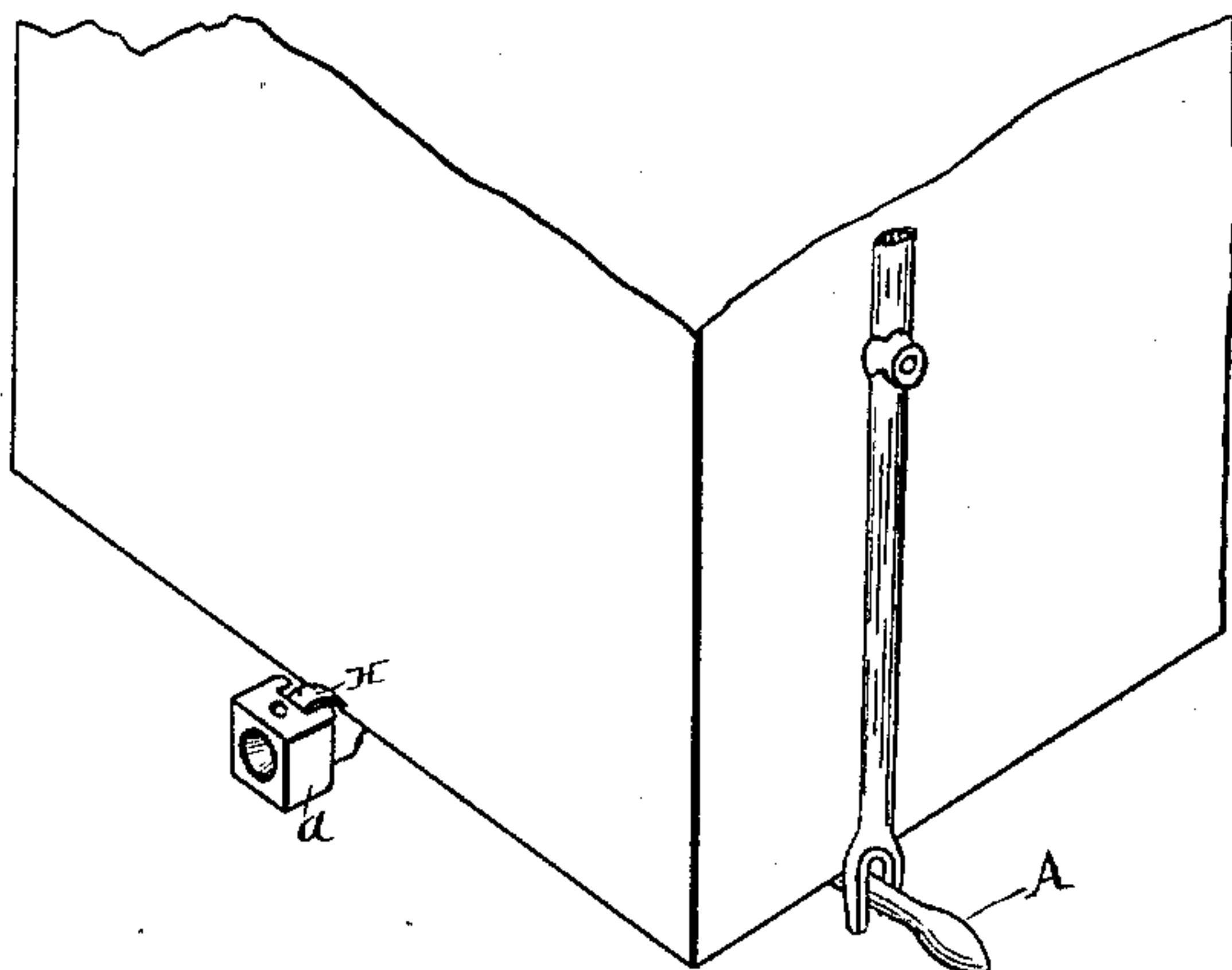


Fig. 2.

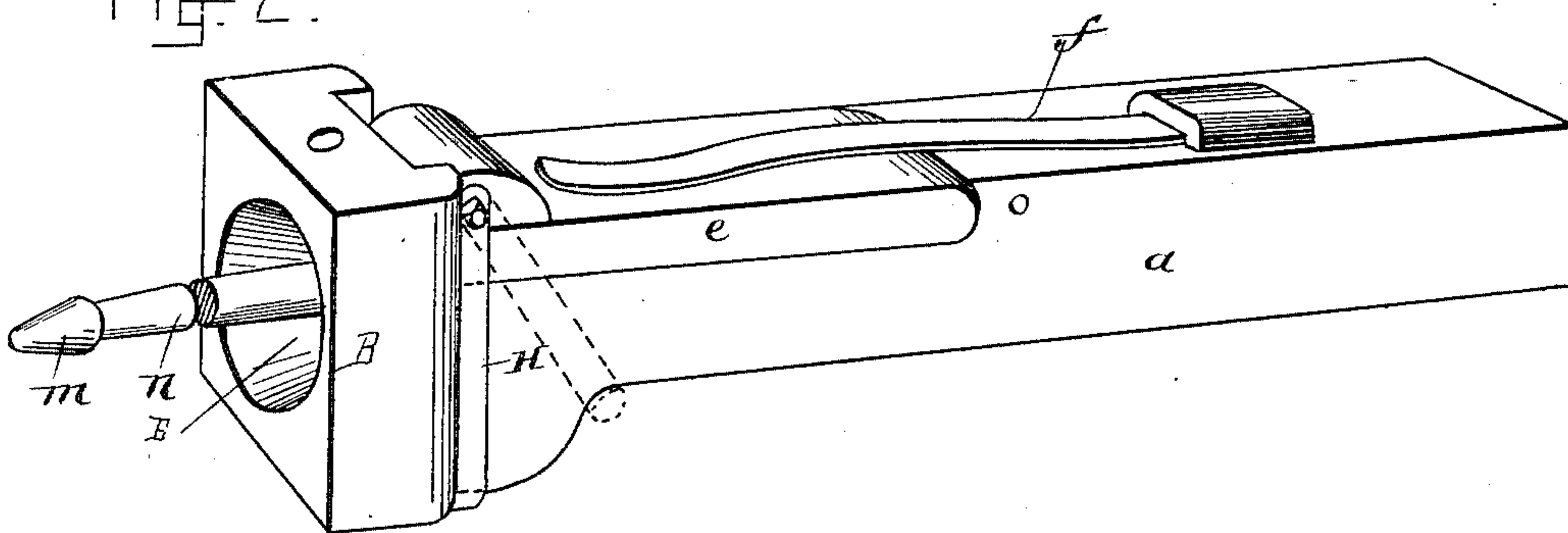


Fig. 3.

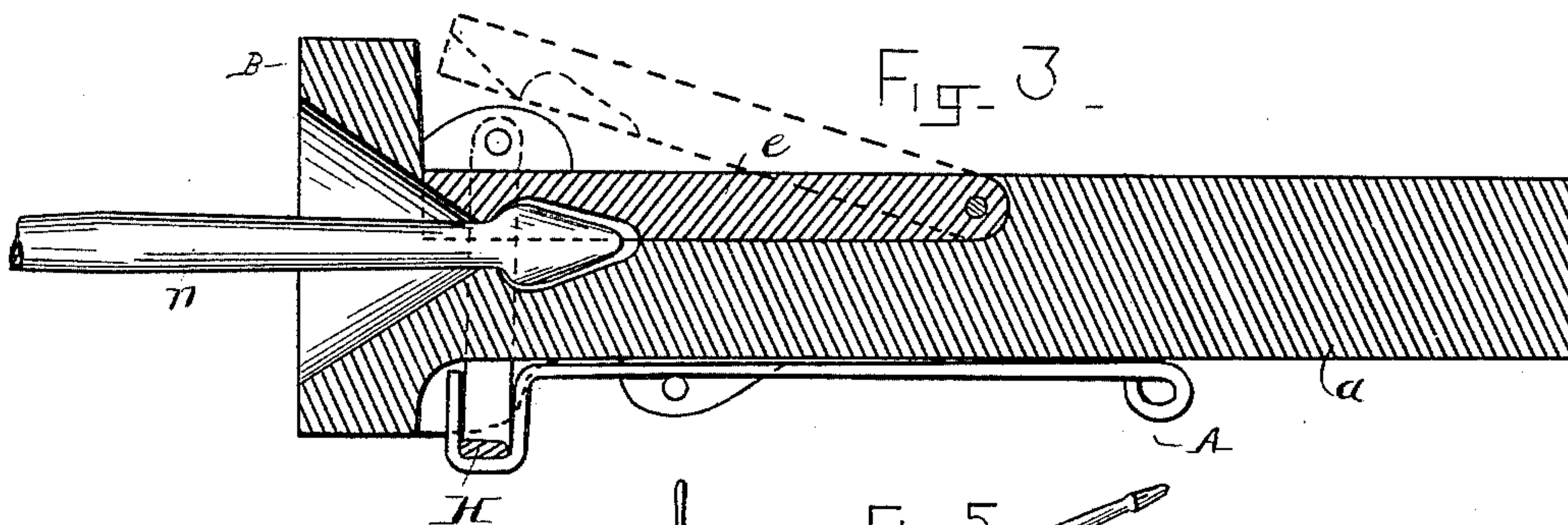


Fig. 4.

WITNESSES:

J. Foster Biscoe.

E. E. Hamill

Fig. 5.

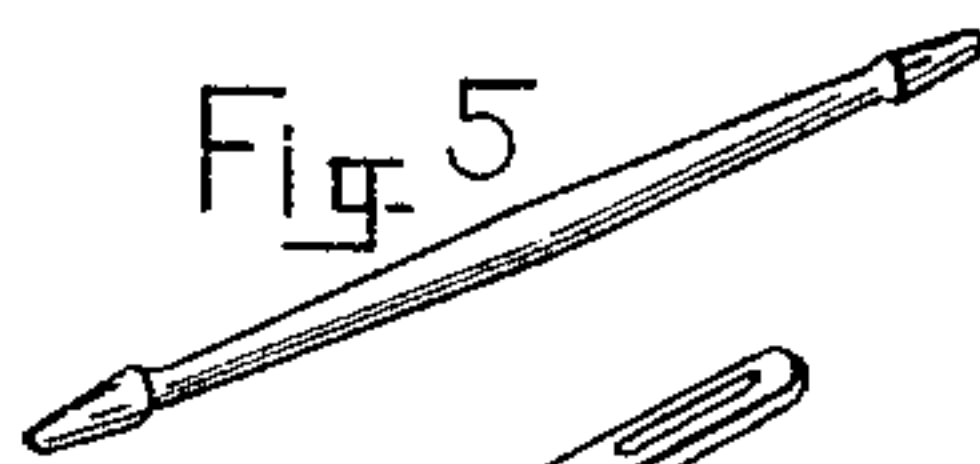


Fig. 6.

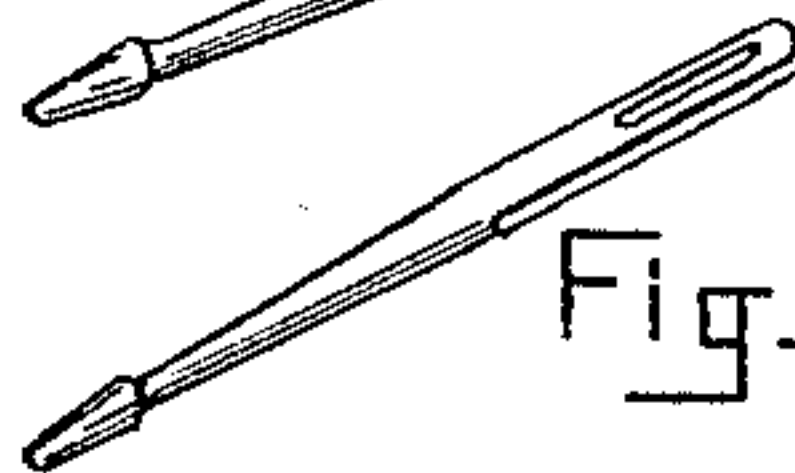


Fig. 7.



INVENTOR:

Geo. W. Bailey

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His Atty

UNITED STATES PATENT OFFICE.

GEORGE W. BAILEY, OF LYNN, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 450,832, dated April 21, 1891.

Application filed January 27, 1890. Serial No. 338,323. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. BAILEY, of Lynn, county of Essex, and State of Massachusetts, have invented certain Improvements in Car-Couplings, of which the following, taken in connection with the accompanying drawings, is a specification.

This invention relates to improvements in car-couplings, and the nature thereof is hereinafter fully described, and then specifically claimed.

In the accompanying drawings, Figure 1 represents the section of a car having my improved coupler applied thereto. Fig. 2 is a perspective view of my improved coupling detached. Fig. 3 is an elevation of a vertical longitudinal section on line 3 3 of Fig. 2. Figs. 4, 5, 6, and 7 represent details to be referred to and described hereinafter.

In carrying out this my invention I employ the block *a*, which is formed of suitable material and connected with or applied to a car of ordinary construction in the place of the shackle-blocks now in common use. Combined with the block *a* is a block *e*, which block *e* is pivotally joined at its rear end with the block *a*, as shown, so as to permit the forward end of *e* being swung outwardly away from the block *a*, as indicated in dotted lines, Fig. 3. A spring *f* sets one end in a suitable receiving-socket formed in block *a*, and bears its opposite end against the block *e*. The tension of said spring operates to hold the block *e* closed against block *a*, but yields readily to permit the introduction or removal of the link *n*, as hereinafter referred to.

The link *n* carries on either end an enlargement or head *m*, conically pointed and provided with an inner shoulder, as shown. The head *m* is intended to rest in a suitable chamber, which is formed partly in the block *a* and partly in the block *e*, so that when said blocks are closed together the said head *m* is retained within said chamber and allowed to turn somewhat loosely therein; but when the blocks are opened, as indicated by dotted lines, Fig. 3, the link may be readily introduced or withdrawn from said chamber.

When it is desired to retain the link within said chamber, the strap *H* is moved to the

position shown in Fig. 2, so as to securely hold the clamping-blocks *a e* together, and when it is desired to release or withdraw the link from said chamber a movement of the strap *H* to the position indicated by dotted lines, Fig. 2, permits the clamping-blocks to open. To facilitate the operation of moving said strap in the work of shackling or unshackling cars, a lever *A* is connected with the link attached to said strap and extended outwardly to the side of the car, as in Fig. 2, and this operation may be effected by a person from the platform or top of a car through a system of levers, as shown in Fig. 4, extended to the desired point of effecting the operation.

It will be observed that block *a* is formed with an enlarged head *B*, which is provided with a conical bore *E*, through which the link is made to pass on its way to the socket-chamber. This enlarged head *B* operates as a bunter in connection with the block of the opposing car, and the chamber or bore *E* operates to guide the link into its holding-socket. The movable end of block *e* terminates in rear of the enlarged head *B*, and being thus shielded it is prevented from coming into contact with the bunter of the opposing car, and thereby be crowded open, so as to release the link *n* from its chamber. I attach great importance to this feature of my invention, as it insures free action to the necessary movements of block *e* and shields it also from the strains incident to the jolting of the cars.

In Figs. 5, 6, and 7 I have illustrated three forms of links, which it may be found convenient to use in connection with my improved coupling according to the style of coupling used on the car opposed to my improved coupling. One of said forms is bent to fit a car of higher or lower grade than the opposing car. I have also represented the block *a* as provided with a pin-hole *F*, through which may be dropped a pin to engage the ordinary coupling-link in case the opposing car is provided with such a coupling-link as is commonly now in use.

I claim—

1. The block *a*, provided with enlarged head *B*, combined with the block *e*, hinged, as rep-

resented, to the block *a* and adapted to open outwardly therefrom, said blocks being provided with the link-retaining socket described, and a holding-strap H, substantially as described.

5 2. In a car-coupling, the blocks *a e*, pivotally connected and provided with link-retaining socket, as set forth, combined with strap

H and lever-connections, substantially as set forth.

Signed at Lynn this 16th day of December,
A. D. 1889.

GEORGE W. BAILEY.

Witnesses:

C. B. TUTTLE,
G. A. BAILEY.