

(No Model.)

E. R. TRAMMELL.
CAR COUPLING.

No. 490,592.

Patented Jan. 24, 1893.

Fig. 1.

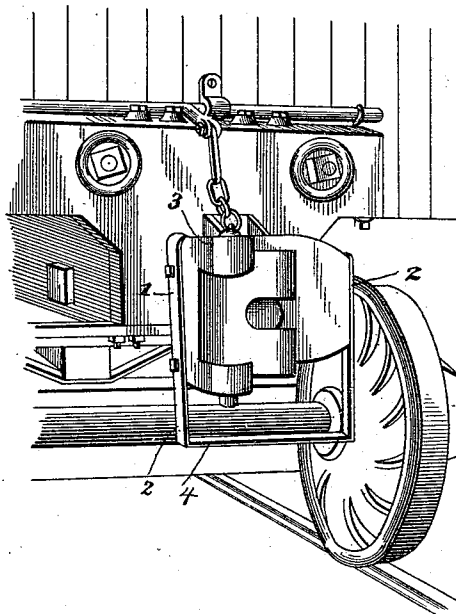
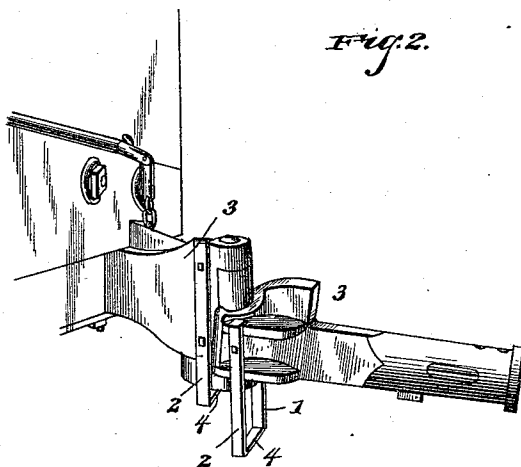


Fig. 2.



Witnesses

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By *his* Attorneys,

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UNITED STATES PATENT OFFICE.

ERASMUS R. TRAMMELL, OF LAKELAND, FLORIDA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 490,592, dated January 24, 1893,

Application filed June 24, 1892. Serial No. 437,862. (No model.)

To all whom it may concern:

Be it known that I, ERASMUS R. TRAMMELL, a citizen of the United States, residing at Lakeland, in the county of Polk and State of Florida, have invented a new and useful Safety Attachment for Car-Couplings, of which the following is a specification.

The invention relates to improvements in safety attachments for car couplings.

The object of the present invention is to provide for twin-jaw car couplings, a safety attachment, which will support a draw-head should it become detached from a car by heavy strains or by the giving away of some of its parts, to prevent the said draw-head from falling upon the track and causing wrecks or otherwise damaging cars.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claim hereto appended.

In the drawings—Figure 1 is a perspective view of a car coupling provided with an attachment constructed in accordance with this invention. Fig. 2 is a similar view showing a detached draw-head supported by the attachment of another draw-head.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a rectangular stirrup frame constructed of heavy metal, and consisting of vertical sides 2 which are rigidly secured to opposite sides of a draw-head 3, and a bottom cross-piece 4 which is formed integral with the sides 2, and which extends beneath the knuckle of the draw-head 3. The bottom cross-piece of the stirrup frame 1 is located sufficiently below the draw-head to permit a vertical adjustment of the draw-heads to allow cars having draw-heads of different heights to couple without the stirrup frame interfering with

them. Should a draw-head become detached it will be prevented from falling upon the track, and causing damage to cars, by the rectangular stirrup frame, which will as illustrated in Fig. 2 of the accompanying drawings support the detached draw-head. The depending stirrup frame is secured perfectly rigid with the draw-head and cannot swing laterally or forwardly and rearwardly, or in any manner which might interfere with the performance of its function.

It will be seen that the depending stirrup frame is simple, strong and durable, that it is adapted to be readily applied to any form of twin jaw car couplings, and that it is capable of preventing a detached car coupling from falling upon the track. It will also be apparent that should the draw-head incline to swing laterally out of coupling, the jaw of the fallen draw-head will catch against the stirrup-frame, which will prevent the same from falling to the ground and will hold it in position.

What I claim is—

The combination with a twin-jaw car coupling, of a depending rectangular stirrup frame rigidly connected with the draw-head of the coupler and comprising vertical sides arranged at the sides of the draw-head and embracing the same and secured thereto, said sides having their upper ends bent inward forming supporting lugs arranged on the top of the draw-head and a transverse bottom piece formed integral with the sides and arranged beneath the knuckle of the coupling, substantially as and for the purpose described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

ERASMUS R. TRAMMELL.

Witnesses:

R. O. CRESUP,
JOSEPH FORBES.