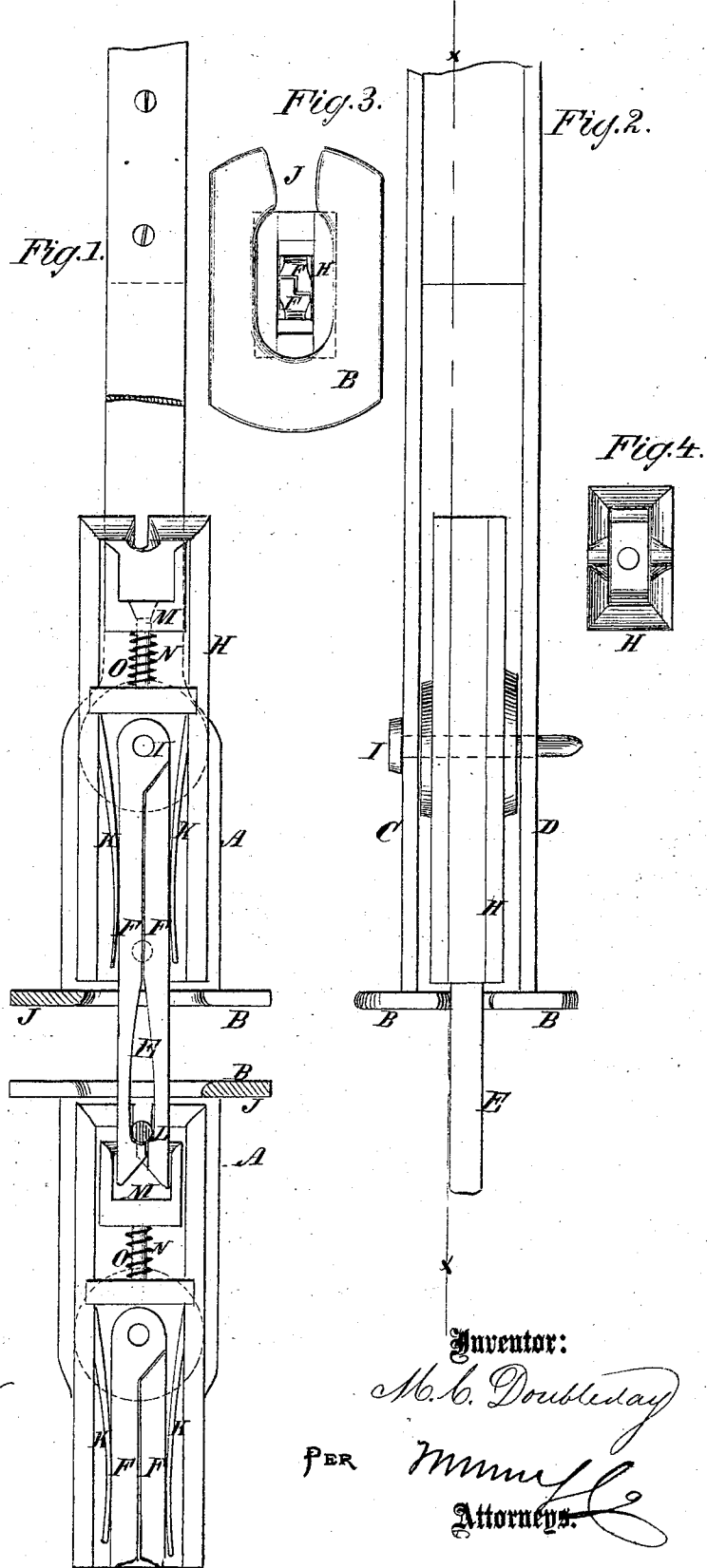


M. C. DOUBLEDAY.
Car-Couplings.

No. 136,222.

Patented Feb. 25, 1873.



Witnesses:

John Becker
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PER

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UNITED STATES PATENT OFFICE.

MELVIN C. DOUBLEDAY, OF SHARON, VERMONT.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 136,222, dated February 25, 1873.

To all whom it may concern:

Be it known that I, MELVIN C. DOUBLEDAY, of Sharon, in the county of Windsor and State of Vermont, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

The invention consists in the improvement of car-couplings, as hereinafter described and claimed.

In the accompanying drawing, Figure 1 represents sectional plan view, the section being taken on the line *xx* of Fig. 2. Fig. 2 is an edge view of the coupling. Fig. 3 is an end view of the draw-head, showing the opening or slot therein, and an end view of the coupling-bars or link. Fig. 4 is an end view of the reversible box which contains the coupling-bars.

Similar letters of reference indicate corresponding parts.

A represents the draw-head. B is the bumper-plate. The draw-head consists of two plates, an upper plate, C, and a lower plate, D, connected at the outer end by the bumper-plate B, from which plate they extend back and are fastened so as to remain parallel with each other. E is the coupling-link, consisting of the two bars F F confined in the reversible box H. This box fits between the plates of the draw-head, and is attached thereto by a central pin, I, upon which the box turns. The bars F F (forming the coupling-link) are placed in the box, as seen in Fig. 1, with their coupling-ends projecting from the box and through the bumper-plate of the draw-head. To allow the box H to be reversed, or turned end for end, with the bars F F thus arranged, the bumper-plate is slotted, or an opening, J, is made therein. K K are springs confined in

the box, which serve to force the coupling-bars F F together.

In Fig. 1 two couplings are seen united, as when two cars are coupled together. In one coupling the bars project and form the coupling-link; in the other the box is reversed, the coupling-bars being turned inward, while the other end of the box receives the link and coupling-pin L. When the two couplings come together, as seen in Fig. 1, the ends of the bars F F enter the spring-jaw M as they snap around the coupling-pin. This jaw M prevents the ends of the bars from spreading, and makes the coupling secure. The jaw slides on the rod N, upon which is a spiral spring, O.

The coupling ends of the bars F F are halved by rabbeting each, as more plainly seen in Fig. 3; but I do not confine myself to this particular construction.

The advantage of making the coupling-box H reversible is, that any two cars provided with my coupling may be coupled together. For uncoupling the cars, the pin L is withdrawn, while they couple automatically as they come together.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The spring pressed coupling-bars F F and box H made reversible through the slots J, as and for the purpose described.

2. The combination, with spring-pressed bars F F, of the sliding spring-held jaw M and pin L, arranged as and for the purpose set forth.

MELVIN C. DOUBLEDAY.

Witnesses:

ALONZO J. STEVENS,
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