

J. B. STAMOUR.
Car-Coupling.

No. 159,974.

Patented Feb. 16, 1875.

Fig. 1.

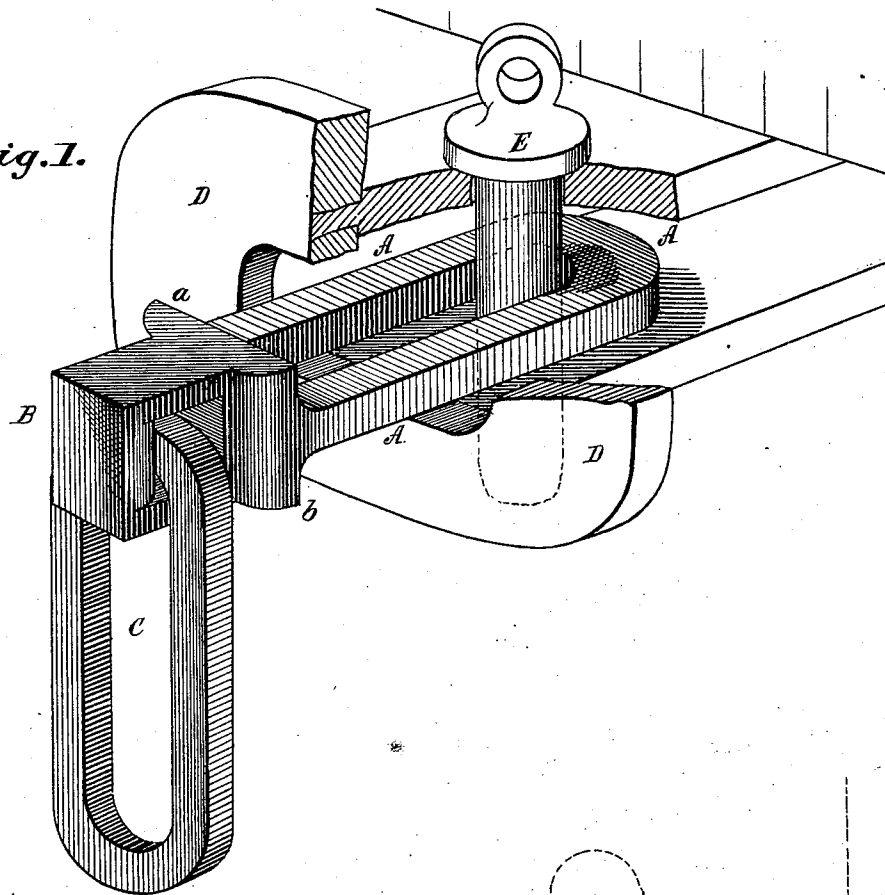
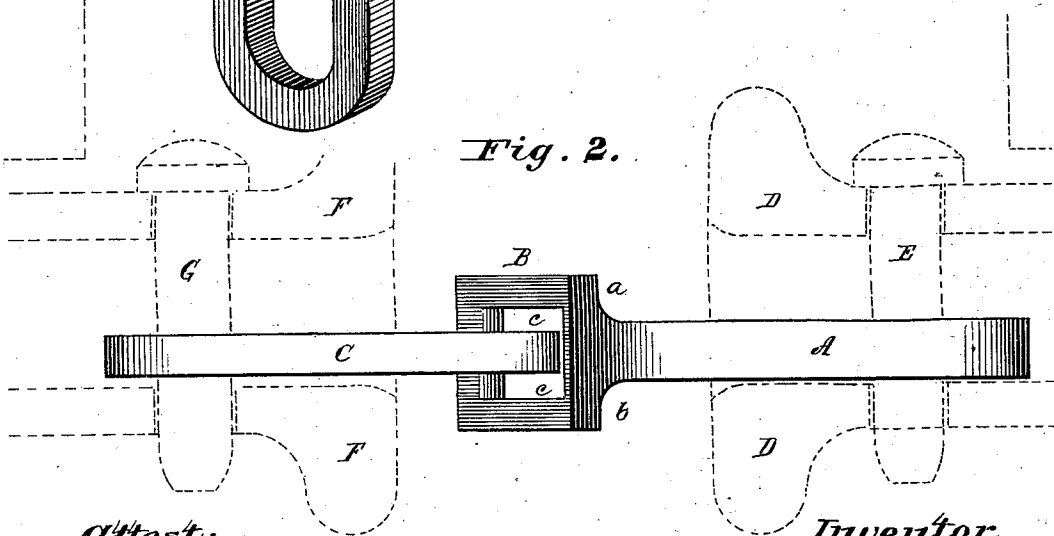


Fig. 2.



Attest:

Geo. W. Cushing jr

Inventor.

John B. Stamour

By his atty

James L. Norris.

UNITED STATES PATENT OFFICE.

JOHN B. STAMOUR, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF HIS RIGHT TO JOSEPH BILBROUGH, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **159,974**, dated February 16, 1875; application filed January 26, 1875.

To all whom it may concern:

Be it known that I, JOHN B. STAMOUR, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Car-Coupling Links, of which the following is a specification:

The object of the present invention is to furnish a double or compound link for coupling cars, by the use of which two adjacent cars may be coupled in a secure and simple manner, the link being also so constructed that the cars can be run together without coupling, and without injury to the link. The invention consists in a coupling-link comprising a slotted retaining-bar or holder, and an ordinary link or shackle applied to its front end, the link being connected to the retaining-bar by means of an eye, box, or hook in such a manner as will permit it to hang in a pendent position in front of the draw-head until it is raised and guided to enter the draw-head with which it is to couple, so as to enable the cars to be run together without affecting the coupling operation or injuring the link when the latter is in a pendent position. The retaining-bar is provided with a front eye-shaped prolongation, having top and bottom enlargements or stops, which serve as a bearing or shoulder for preventing the bar being pushed too far into the draw-head. The link-retaining bar is designed to be connected with the draw-head of one car by an ordinary coupling-pin, the slot in the bar being of a sufficient size to permit the necessary play or motion of the cars, both in a longitudinal and lateral direction, and the coupling link or shackle being also made of a sufficient length for the same object.

In the accompanying drawings, Figure 1 is a perspective view of a draw-head and compound coupling-link, showing the slotted retaining-bar coupled to the draw-head and the link or shackle hanging down in front of the same. Fig. 2 is a side view of two draw-heads, representing both parts of the link in a coupled position.

A designates the bar portion of the double coupling-link, made of cast, wrought, or malleable iron, and provided at its front end with

top and bottom enlargements *a b*, which come in contact with the corresponding walls of the draw-head, so as to serve as stops or bearing-surfaces for preventing the bar from being pushed too far into the draw-head. B represents a box or eye-shaped prolongation of the front of the bar A, which is designed to receive and retain a link or shackle, C.

In the present instance, or as shown in the drawings, the link C is made in two sections, so as to enable one section to be slipped through the box or eye, after which the other section is secured by fastening the overlapping parts of the link-sections through the medium of rivets or by welding.

The box or eye, instead of being made open only at the sides, may also be constructed with an open top for the introduction of a solid link, such a box being then more in the shape of a hook.

The bar A, which is made open or slotted, as shown at *c*, is designed to be attached to the draw-head D, permanently or removable, by means of an ordinary coupling-pin, E, passing through the same. The link C hangs loosely on the bar A, and is capable of being moved in any direction, and when not in use it is caused to assume a pendent position in front of the draw-head D, as is clearly shown in Fig. 1.

If, now, two cars are brought together when the link is in this position, the coupling operation cannot be effected; the link is also protected from injury or prevented from being bent or shattered. When the link is raised to a horizontal position, and guided to enter an opposite or approaching draw-head, F, the coupling operation can be performed by simply dropping the pin G through the link in the ordinary manner. By constructing the coupling-link in two parts, or rather applying a lower link, C, to a slotted bar or link-retainer, A, the endwise motion of the car is considerably lessened—not, however, to such an extent as will prevent the necessary play of the cars in a longitudinal and lateral direction. Both link-sections can move laterally and independently of each other by reason of their flexible or loose connection. The eye or slot at the front of the link-retaining bar is of a

sufficient height to permit of the vertical movement of the link, so as to enable the same to be used in connection with draw-heads located at different heights, the link either being raised or lowered according to the position of the draw-head of the adjacent car.

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

The combination of the link-retaining bar

A, having a box or eye-shaped prolongation, B, and top and bottom stops *a b*, with the loose coupling-link C, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand.

JOHN B. STAMOUR.

Witnesses:

GEO. W. CUSHING, Jr.,

JAMES L. NORRIS.