

— P. C. BARLOW —
— CAR-COUPLING —

117368

PATENTED JUL 25 1871

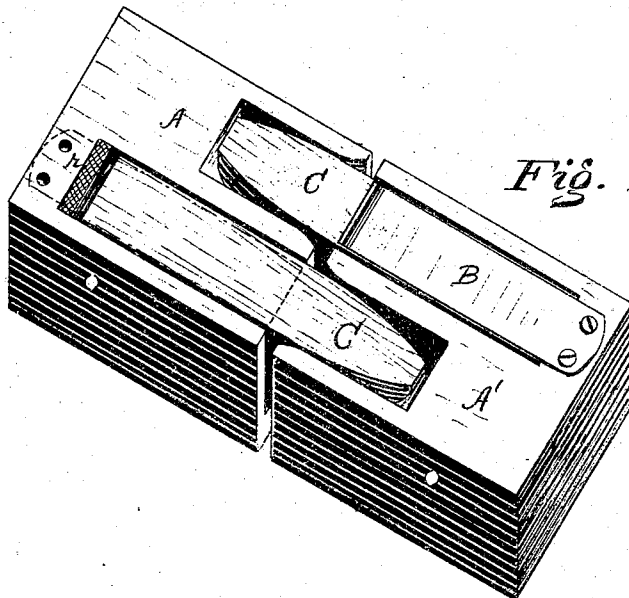


Fig. I.

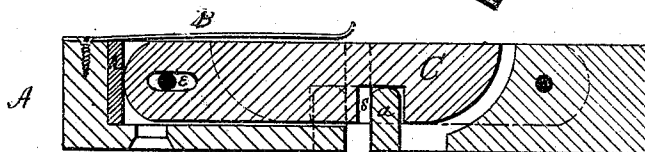


Fig. II.

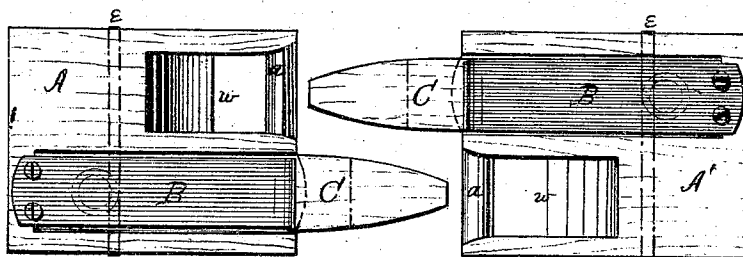
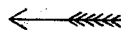


Fig. III.



WITNESSES :-

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UNITED STATES PATENT OFFICE.

PELEG C. BARLOW, OF BEVERLY, WEST VIRGINIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 117,368, dated July 25, 1871.

To all whom it may concern:

Be it known that I, PELEG C. BARLOW, of Beverly, in the county of Randolph and State of West Virginia, have invented an Improved Car-Coupling; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a perspective view. Fig. 2 is a longitudinal vertical section; and Fig. 3 is a plan, showing the two draw-heads disconnected.

Similar letters of reference in the accompanying drawing indicate corresponding parts.

This invention relates to that class of car-couplings in which each draw-head is provided with a projecting snap-hook on the right-hand side, and a recess with a shoulder or keeper at its bottom on the left-hand side, so that as any two draw-heads come together the hooks will enter the corresponding mortises in the opposite draw-heads, and thus doubly lock the cars together, as shown in Fig. 1. The invention consists in the peculiar construction and arrangement of the hooks or coupling-irons, in connection with the draw-heads, whereby the hooks themselves act as buffers and prevent the rigid draw-heads from coming in contact with each other, as hereinafter described.

In the drawing, A A' are the draw-heads, each being provided near the left-hand edge with a short mortise or slot, *w*, extending vertically through and open in front, except at the lower edge, where it is bridged by a part, *a*, of the casting, or by a wrought-iron bolt, over which the coupling-iron C hooks, as shown in Fig. 2. A longer mortise is provided near the right-hand

side of the draw-head to receive and hold the coupling-iron, which is secured therein by means of a bolt, *e*, and provided with a spring, B, to hold it down and insure its proper operation. The coupling-irons are formed of uniform thickness, vertically and laterally, except where they are beveled at their front ends to insure entering the opposite draw-head properly, and except where they are each cut away, as shown at *s*, Fig. 2, so as to form two shoulders, the forward one of which hooks over the casting *a*, and locks the cars together, while the rear one, projecting in advance of its draw-head, acts as a buffer, receiving the impact of the opposite draw-head and never allowing the two to come in contact. To give the buffers the requisite elasticity, rubber springs, *r*, are placed behind them and they are allowed to slide longitudinally to a slight degree, by means of a slot through which the bolts *e* pass.

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

In combination with the draw-heads constructed as described, and with the springs arranged as shown, the slotted and pivoted coupling-irons C, when provided on their under side with the recess or gain, *s*, so arranged that its front shoulder hooks over the casting *a*, while its rear shoulder projects beyond the face of the draw-heads and operates as a buffer, substantially as described.

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Witnesses:

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