T. D. GAMBRILL.

Car-Couplings.

No. 154,136. Patented Aug. 18, 1874.

Fig. 1.

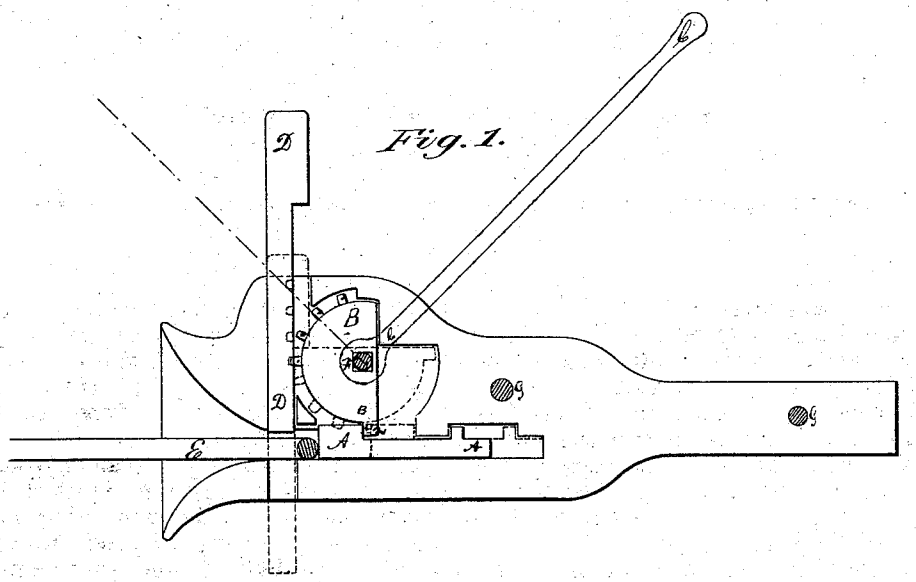
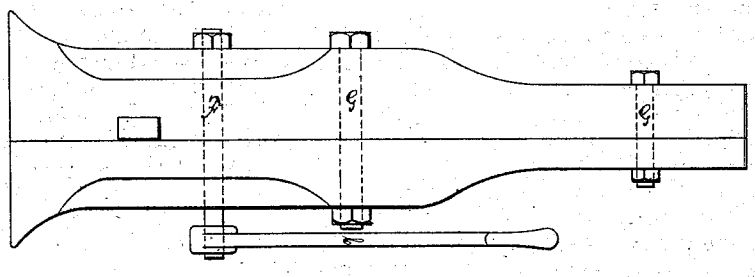


Fig. 2.



Witnesses.

J. M. Armstrong

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UNITED STATES PATENT OFFICE

THOMAS D. GAMBRILL, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-HALF HIS RIGHT TO THOMAS HOOD, OF WASHINGTON, D. C.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **154,136**, dated August 18, 1874; application filed February 11, 1874.

To all whom it may concern:

Be it known that I, THOMAS D. GAMBRILL, of the city and county of Baltimore, in the State of Maryland, have invented a certain new and useful Improvement in Railroad-Car Couplings; and do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in the construction of the various parts composing a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which forms a part of this specification.

The coupling is made in two sections or parts.

Figure 1 is a sectional view, showing the interior arrangement. Fig. 2 is a top view, showing the exterior arrangement.

In Figure 1, A represents the trigger; B, the toothed cam; C, the lever; D, the coupling-pin; and E the link, when in position for automatic coupling, the dotted lines in this figure showing their position when coupled.

In Fig. 2, F represents the shaft by which the cam B is raised and lowered. This shaft extends to the side of the car, and is operated by means of the lever C, whereby the necessity of the brakemen going between the cars is obviated. The two sections are held together by bolts G G.

The link E, entering from an opposite drawhead, strikes the trigger A, which in turn revolves the cam B, the teeth of which mesh into the holes in the pin D, and throw it down through the link E, and thus coupling is effected. To uncouple, the cam is revolved in an opposite direction by means of the lever C, which, when thrown forward of the center of gravity, will retain the pin in an elevated position for automatic coupling—the whole to be made of such materials as may be most useful for the purpose intended.

I claim as my invention, and desire to secure by Letters Patent—

1. The combination of the cam B, the pin D, and the trigger A, substantially as and for the purpose set forth.

2. The combination of the lever C, the cam B, the trigger A, and the pin D, substantially as and for the purpose set forth.

THOMAS D. GAMBRILL.

Witnesses:

J. M. ARMSTRONG,

L. HARRISON.