

(No Model.)

C. WASHBURN.
CAR COUPLING.

No. 512,495.

Patented Jan. 9, 1894.

Fig. 1.

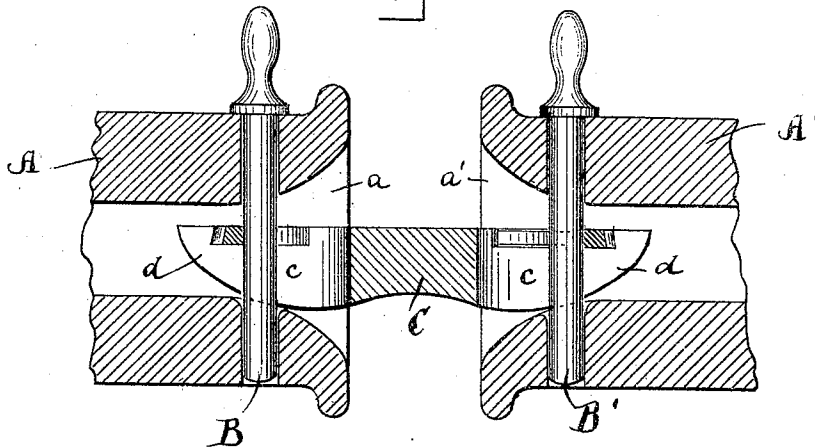


Fig. 2.

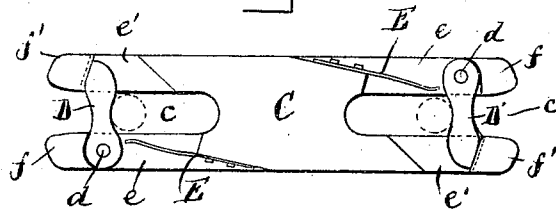


Fig. 3.

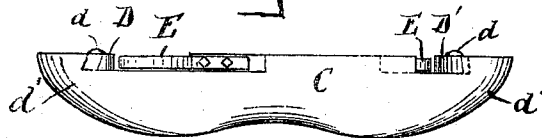
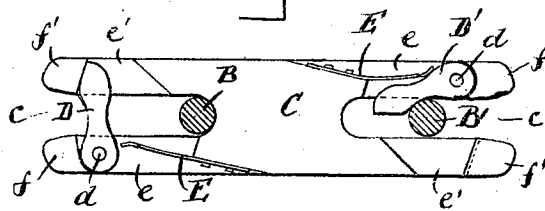


Fig. 4.



Witnesses.

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UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 512,495, dated January 9, 1894.

Application filed August 23, 1893. Serial No. 483,831. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN WASHBURN, a citizen of the United States, residing at Bridgewater, in the county of Plymouth and State of Massachusetts, have invented certain new and useful Improvements in Apparatus for Connecting Railroad-Cars, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to certain improvements in apparatus for connecting railroad cars together, and the invention consists of a connecting piece of such construction as to work in connection with the ordinary draw bars and pins said connecting piece being formed at each end with a slot to receive the pins, pivoted bars or locking pieces being fitted at each end to retain the said pins, as hereinafter fully described and pointed out in the claims.

Referring to the accompanying drawings: Figure 1—represents a vertical sectional view of two draw-heads and a connecting piece embodying my invention. Fig. 2—is a plan or top view of the connecting piece. Fig. 3—is a side view of the same, and Fig. 4—is a plan or top view of the connecting piece and pins, showing the position of the pins in the respective draw heads as they would be when the cars are being connected.

A, A', represent the draw heads, the mouths a, a' , of which are preferably made somewhat more flanging than those of the ordinary draw bars; and B, B', are the pins which are of ordinary construction.

C, is the connecting piece which is formed with a slot c , at each end, the inner side of said slots being rounded outwardly so as to more readily embrace the locking pins, and the under side at each end is curved as shown at d' , and somewhat rounding at its sides as shown, so that the said connecting piece will readily enter the mouth of the draw bar; the upper side of this connecting piece is cut away on each side of the slots c , as shown at e, e' , so as to leave projecting pieces f, f' , at its extreme ends, the inner sides of which preferably slope inward.

D, D', are locking pieces fulcrumed on pins d , fitted into the said recesses e , the holes in

the said locking pieces D, D', being somewhat larger in diameter than those of the pins d , so that when pressure is applied to the rear of said locking pieces D, D', they will have a bearing against the projections f , the ends of said locking pieces D, D', being formed to correspond to the inner ends of these projections f , and form a dovetail so that said pieces will not work upward. The outer ends of said locking pieces D, D', bear against the projection f' , on the opposite side to which they are fulcrumed.

E, E, are springs to force the locking pieces D, D', forward after the pins B, B', have passed to the rear of the same.

The operation is as follows: The connecting piece C, is inserted into one of the draw heads, say, A, the pin B, passing behind the locking piece D; the car carrying draw head A', is then pushed toward the draw head A, thus forcing the connecting piece C, into the draw head A, until the pin B, comes into contact with the rear of the recess c , as shown in Fig. 4. The pin B', then forces the locking piece D', rearward (see Fig. 4) until the pin B', has passed the end of said locking piece D', when the spring E, acting upon said locking piece D', causes it to be pressed forward so that when the pin B', comes into contact with its rear side, it will draw it forward so that its end will bear against the projection f' . Thus the pins will be held in the slots c , by the locking pieces D.

When it is desired to disconnect the cars, all that has to be done is to raise one of the pins B, B', which may be done by hand in the ordinary manner, or by a chain or lever, or any other device, as may be desired.

What I claim is—

1. A railroad car connecting piece curved at each end from its under side to the top, and having at each end a slot upwardly projecting end pieces, a pivoted locking bar and a spring, substantially as set forth.

2. The connecting piece C, curved at each end as at d' , and having slots c , projections f, f' , locking pieces D, D', and springs E, E, all arranged and operating as set forth.

3. A connecting piece curved at each end from its under side to the top and having at

each end a slot, upwardly projecting end
pieces, a pivoted locking bar, and a spring in
combination with draw heads having flaring
mouths and locking pins, substantially as set
5 forth.

In testimony whereof I have signed my
name to this specification, in the presence of

two subscribing witnesses, on this 26th day
of June, A. D. 1893.

CHRISTIAN WASHBURN.

Witnesses:

JOSEPH A. BOWMAN,

JOSEPH TOOKER.