H. C. GLASGOW.

Car Coupling.

No. 82,708. Patented Oct. 6, 1868.

Fig. 1.

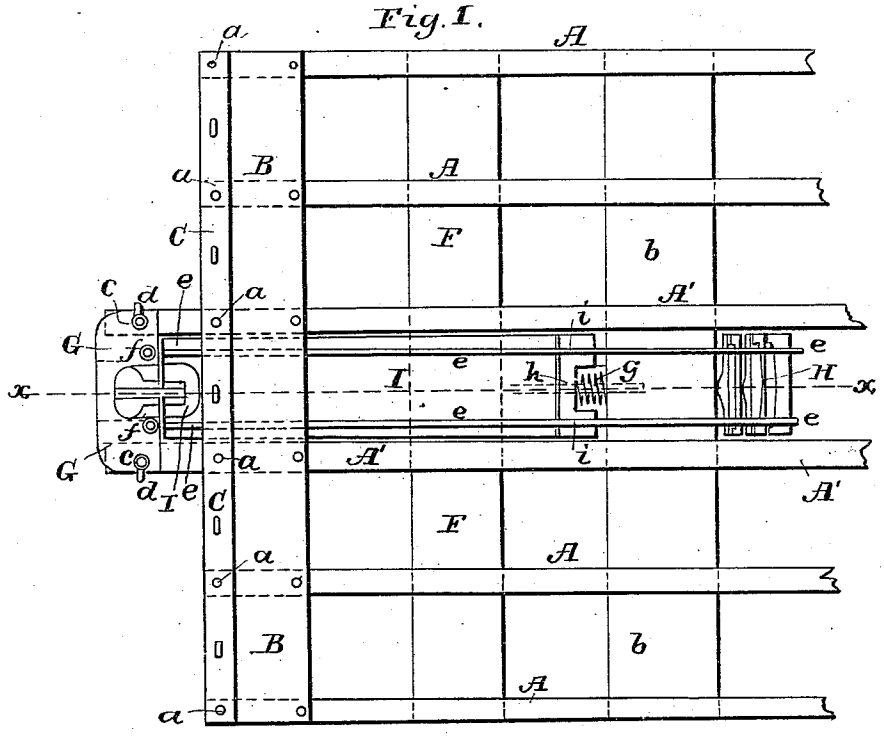


Fig. 2.

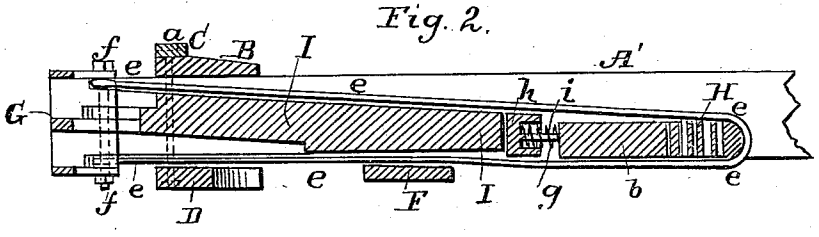
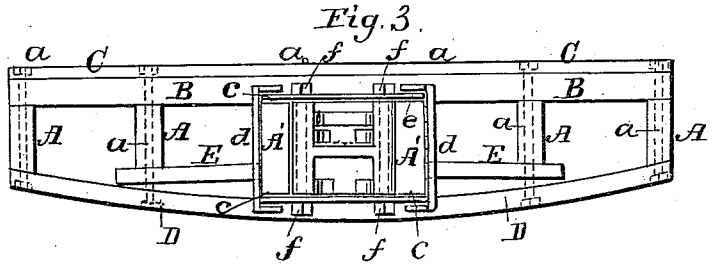


Fig. 3.



Witnesses:
W. C. Ashkettle
Wm A Morgan

Inventor:
H. C. Glasgow
per Munn & Co
attorneys

United States Patent Office.

H. C. GLASGOW, OF CLEVELAND, OHIO.

Letters Patent No. 82,708, *dated October* 6, 1868.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, H. C. GLASGOW, of Cleveland, in the county of Cuyahoga, and State of Ohio, have invented a new and improved Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a plan or top view of my improved car-coupling.

Figure 2 is a vertical longitudinal section of the same, taken on the plane of the line *x x*, fig. 1.

Figure 3 is a front view of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to a new car-coupling, which is so arranged that it can be easily and cheaply made and kept in order; and also to a new manner of constructing and arranging the flooring of the cars between which the coupling-devices are held.

The invention consists, first, in connecting the sliding coupling-box with the followers, in such a manner that it can be easily detached; second, in a novel manner of arranging the springs, by which the box and its appendages are pushed forward; third, in fitting the coupling-box and all its appendages directly between the floor-beams of the car, instead of under the same, as is usually done; and fourth, in so constructing the front sills of the car-floor that they can be easily repaired when they are injured or broken.

A A, in the drawing, represents the longitudinal floor-beams of a railroad-car body, arranged in the ordinary or suitable manner. They extend, as usual, to the front edge of the car-body or platform, except the two, A′ A′, which are in the middle, and which project beyond the rest, as shown, so that they serve as chafing-blocks or bumpers.

Across the front of the floor is laid a sill, B, figs. 2 and 3, upon which a narrow additional sill, C, is fastened. At the under side is arranged, across the front part of the beams, an arched sill, D, which receives additional strength from a straight, horizontal brace, E, which is made of two pieces, as shown, when a coupling is arranged between the middle beams A′ A′, in which case each piece is securely fastened to the said beams A′ A′.

The parts A, B, C, and D are held together by means of bolts or nails, *a a*, shown by dotted lines in fig. 3, the heads of which are countersunk in or resting on the upper sill C.

The posts of the car-body, or the posts of the railing, are only let into the upper sill C, and thus, when any one of the beams or of the sills B, D, or E breaks, it is not at all necessary to remove the uprights for the purpose of removing the injured parts.

The nails *a* are driven up, when all the parts will be loosened from the upper sill C, which may remain on and connect the uprights.

Between the transom, *b*, of the frame, and the front bar D is arranged another connecting-brace, F, across the under side of the beams A′ A′, as shown in fig. 1.

The coupling-box G is arranged between the two beams A′ A′, and is, by means of flanges, *c c*, and bent rods, *d d*, guided on the same, as shown.

By means of rods, *e*, which are fastened with both ends to the box G, and which pass over springs, H, that are in rear of the transom *b*, as shown, the connection of the box G with the fixed frame of the car is produced. The ends of the rods *e* are fastened to the box G by means of pins, *f f*, that pass through the said box, and through eyes in the ends of the rods, as shown. The springs H hold the box back, and allow it all the required backward but little forward motion.

I prefer to have the springs H made of wood, which will make them cheaper than if they were of metal; and if they are arranged in layers, as in fig. 1, they will be as durable as required.

Between the box G and the transom *b* is arranged a block, I, which presses with its rear end against a suitable spring, *g*, interposed between it and the transom; or a small block, *h*, may still be interposed between I and *g*.

From the rear end of the block *h* project two pins, *i i*, which serve to hold the spring *g* in its place.

The spring *g* serves to hold the box G as far forward as necessary, and is contracted by a concussion of cars, while the spring H makes the draught elastic.

The construction of the box G may be as shown in the drawing, or otherwise.

By the use of this invention, car-couplings will be much stronger and simpler than they were heretofore, as they can now be directly arranged between the beams of the car-floor.

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

1. The arrangement of the floor-beams A′ A′, when they project through a sill, B, constructed to receive them, and serve as bumpers and to carry the sliding coupling-box, substantially as herein shown and described.

2. The manner herein shown and described of fastening the two ends of each U-shaped draught-bar, *e*, to the coupling-box by means of one pin, *f*, substantially as herein shown and described.

3. The arrangement and combination with each other of the coupling-box G, block I, spring *g*, transom *b*, spring H, and draught-bars *e*, all made and operating substantially as and for the purpose herein shown and described.

H. C. GLASGOW.

Witnesses:

WM. F. MCNAMARA,

ALEX. F. ROBERTS.