SAMUEL G. NORTHROP.

Improvement in Car-Couplings.

No. 127,790. Patented June 11, 1872.

Fig. 1.

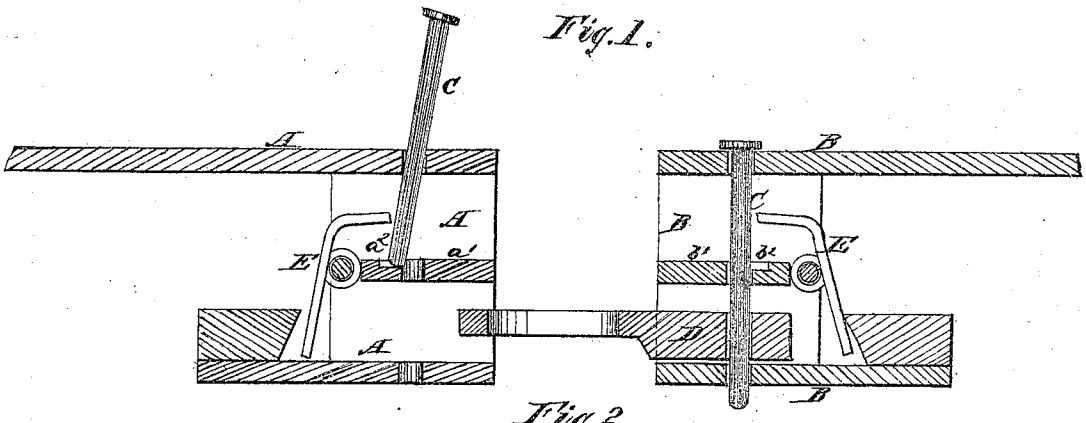
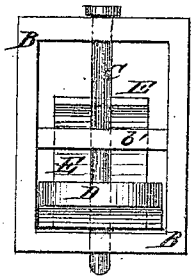


Fig. 2.



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UNITED STATES PATENT OFFICE.

SAMUEL G. NORTHROP, OF WILMINGTON, NORTH CAROLINA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. 127,790, dated June 11, 1872.

Specification describing a new and useful Improvement in Car-Coupling, invented by SAMUEL G. NORTHROP, of Wilmington, in the county of New Hanover and State of North Carolina.

Figure 1 is a detail longitudinal section of my improved car-coupling, coupled. Fig. 2 is a front view of one part of the same.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved car-coupling simple in construction and effective in operation, and which may be readily adjusted to couple itself when the cars are run together; and it consists in the construction and combination of various parts of the coupling, as hereinafter more fully described.

A and B represent the bumper-heads of two adjacent cars, which are connected with the cars in the ordinary manner. The cavities of the bumper-heads are made large, and are divided into two compartments by horizontal partitions a^1 b^1. C are the coupling-pins, which pass down through the bumper-heads A B, and through the coupling-link or bar D, which enters the lower compartments of the bumper-heads A B. One end of the link or bar D is made thick, so as to hold the link in a horizontal position to enter the bumper-head of the adjacent car when the cars are run together. The thinner end of the link D has a slot formed through it to receive the coupling-pin to give the necessary play to the coupling. In each partition a^1 b^1, at the rear side of the hole through which the coupling-pin passes, is formed a recess, a^2 b^2, to receive the lower end of the coupling-pin C to hold it suspended while the cars are being run together. The recesses a^2 b^2 not only support the pins, but support them with their lower ends below the upper surface of the partitions a^1 b^1, so that the said coupling-pin may be sure to drop into its hole when pushed out of its recess, in the manner hereinafter described. E are the levers, which are pivoted to the sides of the bumper-heads A B at the rear edge of the horizontal partitions a^1 b^1. The upper ends of the levers E are bent forward, so as to touch or nearly touch the coupling-pins C when in position to couple the cars. When the lower end of the coupling-pin C is placed in the recess a^2 or b^2, it pushes the upper end of the lever E back, which swings the lower end of said lever forward. As the cars are run together the forward end of the coupling-link D strikes the forwardly-projecting lower end of the lever E and pushes it back. This swings the upper end of said lever E forward, and pushes the coupling-pin C out of the recess a^2 or b^2, allowing it to drop through the slot in the link or bar D, coupling the cars.

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

A car-coupling bumper-head A, having partitions a^1, notched at a^2, and the forwardly-bent lever E pivoted at the rear end of said partition, in combination with pin and link, as set forth.

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