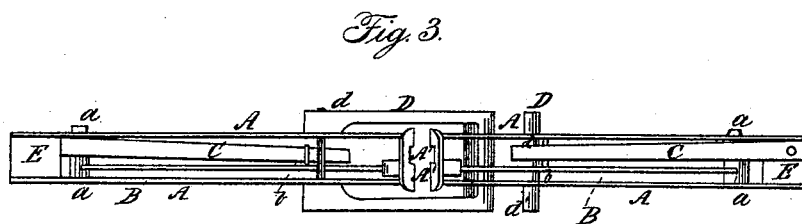
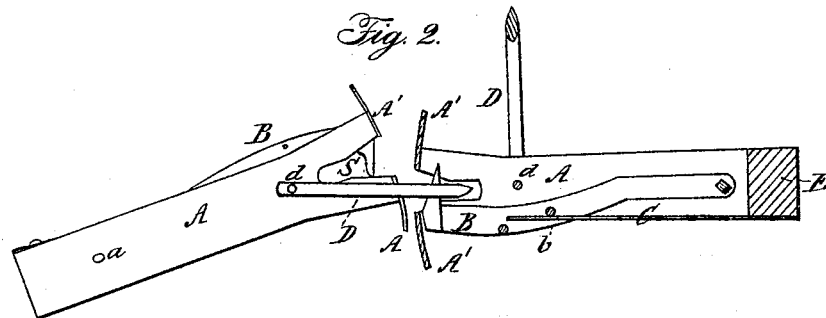
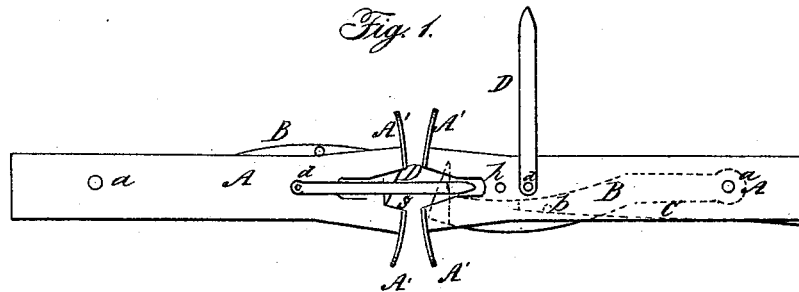


T. TRIPP.
Car Coupling.

No. 46,958.

Patented Mar. 21, 1865.



Witnesses:

W. C. Smith
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UNITED STATES PATENT OFFICE.

THOMAS TRIPP, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 46,958, dated March 21, 1865.

To all whom it may concern:

Be it known that I, THOMAS TRIPP, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and the letters and figures marked thereon, which form part of this specification.

In said drawings, Figure 1 represents a plan or top view of my invention. Fig. 2 is a similar view showing the parts in a different position, the upper plate of one of the draw-heads being removed; and Fig. 3 is a side view of the same.

The same letters in the different figures denote corresponding parts of my invention.

The nature of my invention consists in a novel mode of constructing the draw-heads of the coupling and in a novel arrangement therewith of the coupling link and hooks, whereby the coupling of the cars may be effected automatically, while at the same time the coupling is adapted to coupling together cars of different heights, and permits a free and sufficient lateral motion to the cars when moving around a curve.

To enable those skilled in the art to construct and use my invention, I will proceed to describe the same with particularity, reference being made to the aforesaid drawings.

It may be premised that each draw-head with its appurtenances and attachments is the exact counterpart of the other, so that a description of one will suffice for both.

A A represent two similar metallic plates of suitable thickness and strength, which are fastened at their rear ends to the block B, as shown, and are connected at the front ends by the curved plates A', which have a vertical slot or opening through the center corresponding to the slot *s* in the plates A. Between these two plates A A there is the hook B, pivoted at the rear end at *a*, which is held in position upon the link D by the spring C, which presses upon the pin *b* in B.

Although there is a hook and a link attached to each draw-head, still only one pair is used at a time, the link not in use being thrown back, as shown. Should any accident cause the link in use to break, then the other

could readily be used, and the connection be as perfect as before.

The holes *h* near the abutting end of the draw-head enable the cars to be coupled with the ordinary coupling-link by passing the link into the draw-head and dropping a pin through the hole *h* in the ordinary way.

It will be observed that the link D is wide enough to allow the draw-head to have considerable vertical motion to adapt the invention to cars of different heights.

By the arrangement of the links D with relation to the draw-heads—that is, by having the rear end of the links pivoted at the center of the draw-head instead of at one side—it will be observed that a free lateral motion is allowed to the cars either way, as illustrated in Fig. 2, the arrangement being such as to allow the cars to turn freely until further turning should be prevented by the contact of the cars with each other.

The head of the hook B is so constructed upon its outer surface that the pressure of the link upon it will cause the hook to yield back so as to allow the link to enter the slot *s* and pass the barb of the hook, when the action of the spring C throws the hook back to its former position and confines the link, thus coupling the cars automatically, the slot *s* being constructed wider at the entrance so as to insure the entry of the link, when the inclined sides of the slot gradually bring the link to the proper position at the center.

By having a lever extending from the top of the cars, fulcrumed at some suitable point, and having the lower arm of said lever attached to a chain fastened to the hook B, it will readily be seen that the cars could be uncoupled from the top or platform of the cars without the necessity of any one going between them for that purpose; or the same object could be attained by any other mechanism equivalent to the above.

Having described the construction and operation of my improved coupling, I will now specify what I claim as new therein and desire to secure by Letters Patent—

1. Providing the draw-head A with the vertical slot S, constructed, arranged, and operating as and for the purposes specified and shown.

2. The combination of the draw-head A and

link D, constructed and arranged and operating substantially as and for the purposes shown and described.

3. The combination and arrangement of the draw-head A, hook B, and link D, constructed and operating as and for the purposes delineated and set forth.

4. The combination of the draw-head A,

hook B, and spring C, arranged and operating as and for the purposes shown and described.

THOMAS TRIPP.

Witnesses:

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