

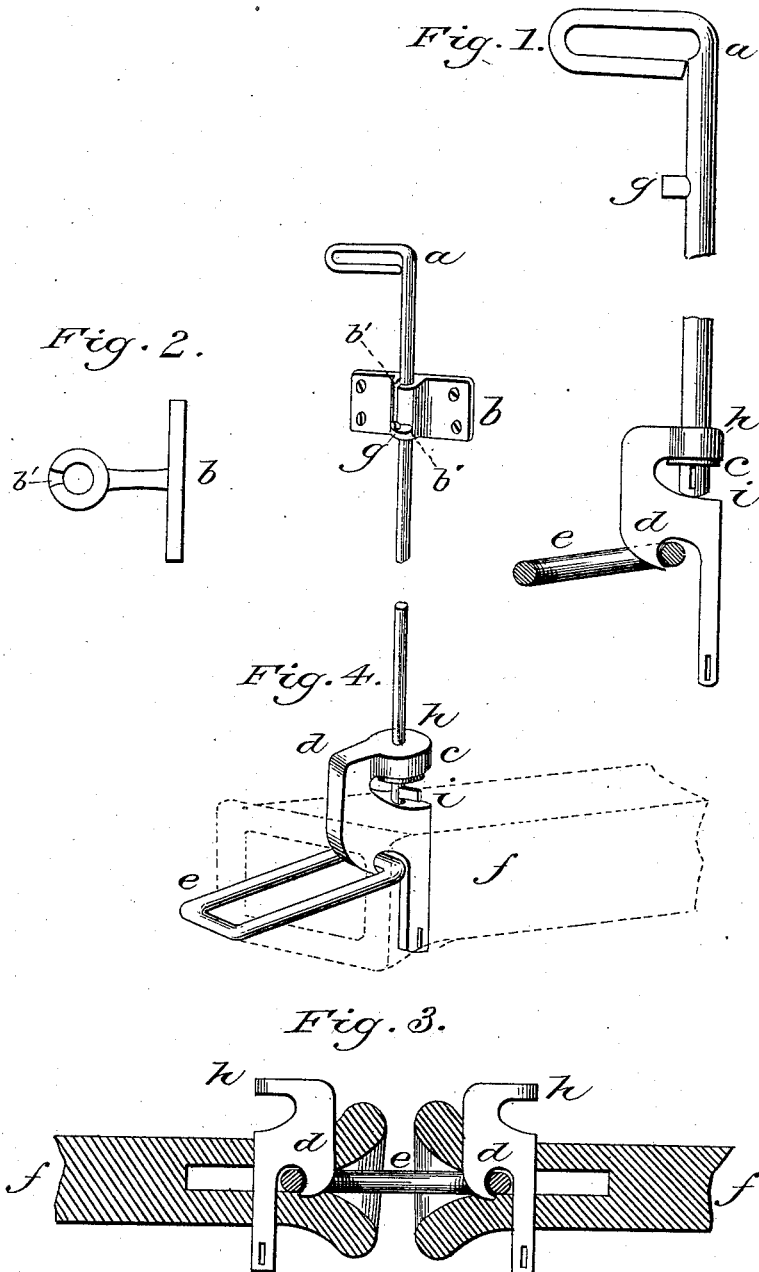
(No Model.)

G. W. BEDBURY.

CAR COUPLING.

No. 265,938.

Patented Oct. 10, 1882.



Witnesses:

R. Herbert Nagle
John R. Stuart

Inventor:

George W. Bedbury
By Addison C. Sibbs,
Attorney

UNITED STATES PATENT OFFICE.

GEORGE W. BEDBURY, OF PORTLAND, OREGON, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO A. E. BORTHWICK, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 265,938, dated October 10, 1882.

Application filed February 25, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WASHINGTON BEDBURY, of the city of Portland, in the county of Multnomah, in the State of Oregon, have invented an Improved Car-Coupling for Railroads, of which the following is a full and exact description and specification.

The nature or object of my invention is to facilitate the coupling of cars or to uncouple them at will, or leave them in a position so they are not to be coupled, as may be desired.

In the drawings, Figure 1 shows a side view of a coupling-pin and the lift-rod with a car-link. Fig. 2 shows a plan of the sleeve *b*, which is fastened to the end of a car. Fig. 3 shows a section through the draw-heads, and Fig. 4 shows a perspective view of one of the draw-heads, with a coupling-link and one of the coupling-pins in a coupled position, with its lift-rod, &c., broken off in middle.

The device is operated in the following manner: The pins *d* in each draw-head being down, the cars are run together, when the connecting-link *e* raises the pin in the standing car by acting against the inclined face of front part, *d*, and as soon as the link has entered the draw-head *f* sufficiently far the hook of the coupling-pin drops down behind the link, and the weight of the lift-rod *a* and the pin *d* keeps the link from being unloosed. When the cars are to be uncoupled the rod *a* is raised; and on the side of *a* is a pin, *g*, which rises in a slot in the side of a sleeve, *b*, (after the manner of

a barrel-bolt,) and when the same is sufficiently high the rod is turned partially round, the pin resting on the upper part of the sleeve, and so keeping the coupling-pin *d* out of the way when it is not desired to couple the cars, or for any other purpose, except when they are to be coupled. The slot *b'* in sleeve *b* can have lateral extension *b''* at the bottom, so that the pin cannot jump out when the cars are in motion. The head of the coupling-pin *d* is formed into an eye, *h*, into which the lift-rod *a* is placed, and fastened at its lower end by a washer, *c*, and an expanding pin, *i*. The sleeve *b* is placed near the upper end of *a*, and in this way the long rods are allowed to sway with the spring of the draw-heads *f* when in motion, there being one of these pins and rods on each end of a car. A car using this arrangement can be coupled to any other car having a common link and pin, and vice versa, and in this way facilitate its use among cars of a common construction, as the link is the same in all cases. The pin can also be operated from the ground or on top of a car.

I claim—

In a car-coupling, the combination of the hooked pin *d*, the swiveling lifting-rod *a*, provided with pin *g*, and sleeve *b*, having slot *b'* and extension *b''*, substantially as described.

GEORGE WASHINGTON BEDBURY.

Witnesses:

W. SCOTT BEEBE,
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