

(No Model.)

2 Sheets—Sheet 1.

R. F. SILLIMAN.
CAR COUPLING.

No. 422,983.

Patented Mar. 11, 1890.

Fig. 1.

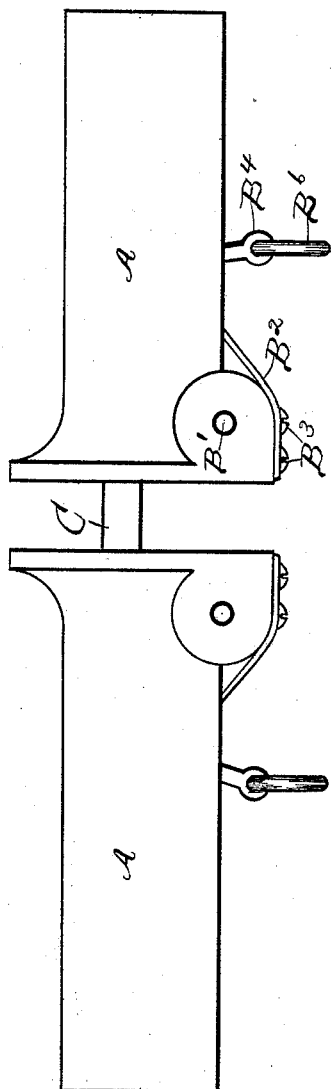


Fig. 3.

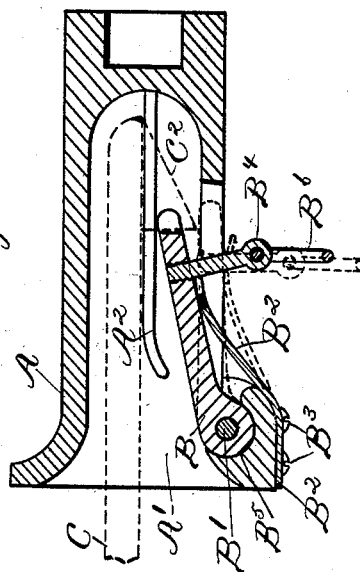
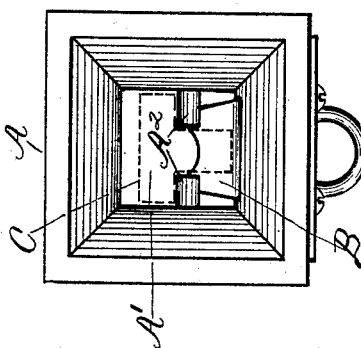


Fig. 2.



WITNESSES:

Frank C. Curtis
John T. Booth.

INVENTOR:

Robert F. Silliman
by Geo. A. Mosher

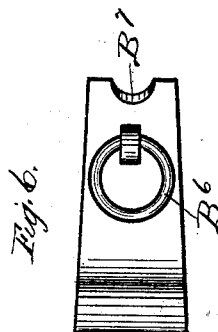
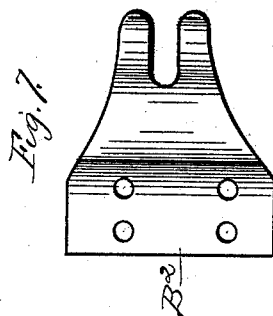
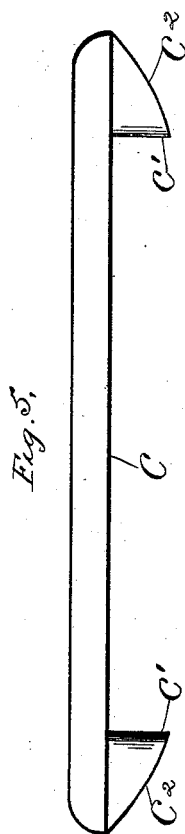
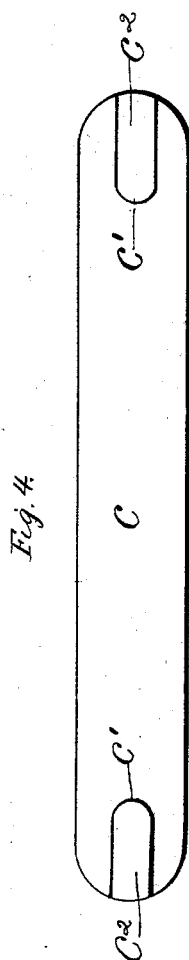
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No. 422,983.

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WITNESSES:
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INVENTOR:
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Geo. Mosher

UNITED STATES PATENT OFFICE.

ROBERT F. SILLIMAN, OF TROY, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 422,983, dated March 11, 1890.

Application filed August 20, 1889. Serial No. 321,384. (No model.)

To all whom it may concern:

Be it known that I, ROBERT F. SILLIMAN, a resident of Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the invention, that will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Similar letters refer to similar parts in the several figures of the drawings.

My invention relates to improvements in car-couplings; and it consists of the novel construction and combination of parts hereinafter described, and pointed out in the claims.

Figure 1 of the drawings is a side elevation of my improved coupling detached from the cars and coupled together as in use. Fig. 2 is an end elevation of one of the draw-heads detached. Fig. 3 is a central vertical longitudinal section of one of the draw-heads. Figs. 4 and 5 are respectively a bottom plan and side elevation of the draw-bar detached. Fig. 6 is a bottom plan view of the spring-controlled latch detached. Fig. 7 is a similar view of the latch-controlling spring.

A A are the metallic draw-heads, preferably cast with a bell-mouthed draw-bar chamber A'. The chamber and its inclosing walls are rectangular in cross-section. Projecting interiorly from the two vertical walls of the chamber are the two shelves A², forming a slide-way or platform for one end of the draw-bar. Directly beneath the bar-platform is a latch B, secured at one end to the draw-head by a socket-hinge B'. The other end of the latch is controlled by the spring B², secured to the head by the screws B³ and forced by the spring up against the lower side of the platform, as shown in Fig. 3. This end of the latch is also provided with an operating-handle B⁴. The draw-bar or coupling-link C is provided at each end with a hook C', having an inclined face C², extending from the end of the hook to the end of the bar. It will be observed that the hooks are of less width than the bar and adapted to enter the space between the plat-

form-shelves A², while the bar occupies the upper portion of the chamber A' between its roof and the bar-platform, as shown by dotted lines C in Figs. 2 and 3. Practically the draw-bar so fills the chamber above its supporting-platform that when the draw-heads are uncoupled the projecting draw-bar is held by its supporting-platform in substantially a horizontal position, in which position it is sure to enter the bell-shaped mouth of the draw-head to be coupled onto it. As it enters such a draw-head the inclined hook slides along the inclined spring-controlled latch and the bar along the bar-platform until the hook passes the end of the latch. While the hook is passing over the latch the bar is forced by the latch and spring up against the roof of the chamber, being itself depressed to the bottom of the chamber to near the position shown by the dotted lines in Fig. 3. As soon as the hook passes beyond the end of the latch the latter is forced by the spring up against the lower side of the platform, as shown by the solid lines in Fig. 3, and the hook falls down below the end of the latch, as shown by dotted lines C² in the same figure, where it is firmly held by the latch. The latch rests and turns in the socket B⁵, formed in the casting, which assists its pivot in resisting strains upon the draw-bar.

When it is desired to uncouple the draw-heads, it is only necessary to force the latch in one of the heads down into the bottom of the bar-chamber, as shown by dotted lines in Fig. 3, whereupon the draw-bar is free to pass from its chamber in that head. The latch-operating handle may have a ring B⁶ for convenience in operating the same. The latch may have a groove or slot B⁷, adapted to receive the bar-hook for the purpose of steadying the bar in its chamber when the heads are uncoupled.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a pair of draw-heads, each having a longitudinal draw-bar chamber, of the draw-bar platforms consisting of two shelves projecting interiorly from the vertical chamber-walls of each head, the spring-controlled bar-latches located beneath the platforms, and a draw-bar having hooked

ends adapted to enter such chambers and engage such latches, substantially as described, and for the purposes set forth.

2. In a car-coupling, the combination, with
5 a draw-head having a longitudinal draw-bar chamber, of a draw-bar platform consisting of two shelves projecting interiorly from the vertical chamber-walls, and a spring-controlled bar-latch located beneath such platform, sub-
10 stantially as described, and for the purposes set forth.

3. In a car-coupling draw-head provided

with a longitudinal draw-bar chamber, a draw-bar-supporting platform consisting of two shelves projecting interiorly from the vertical chamber-walls and occupying the same horizontal plane within the chamber, substantially as described, and for the purposes set forth. 15

In testimony whereof I have hereunto set my hand this 13th day of August, 1889.

ROBERT F. SILLIMAN.

Witnesses:

GEO. A. MOSHER,
FRANK C. CURTIS.