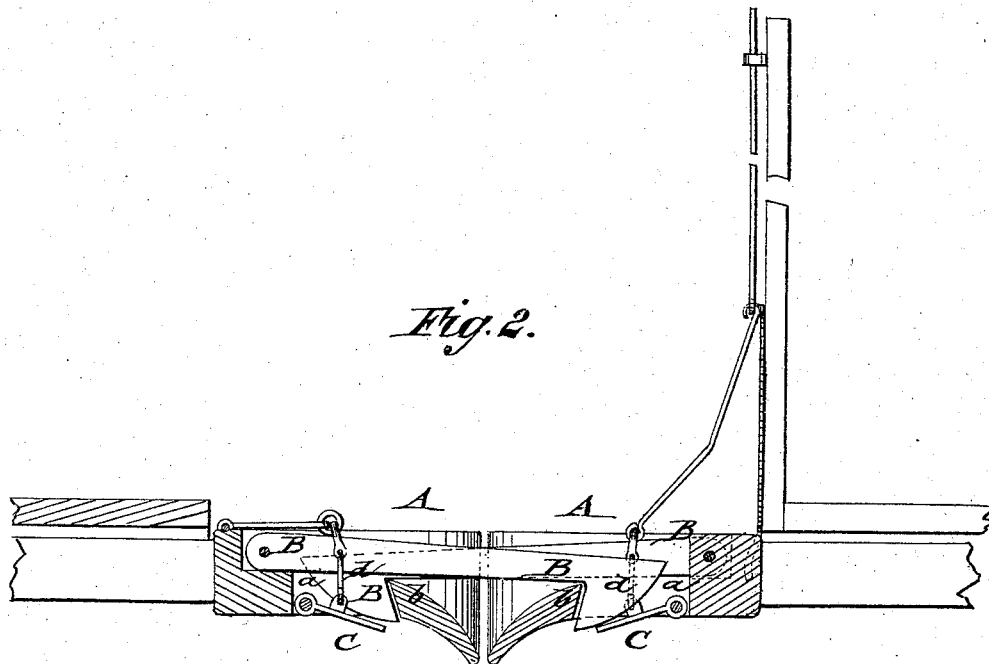
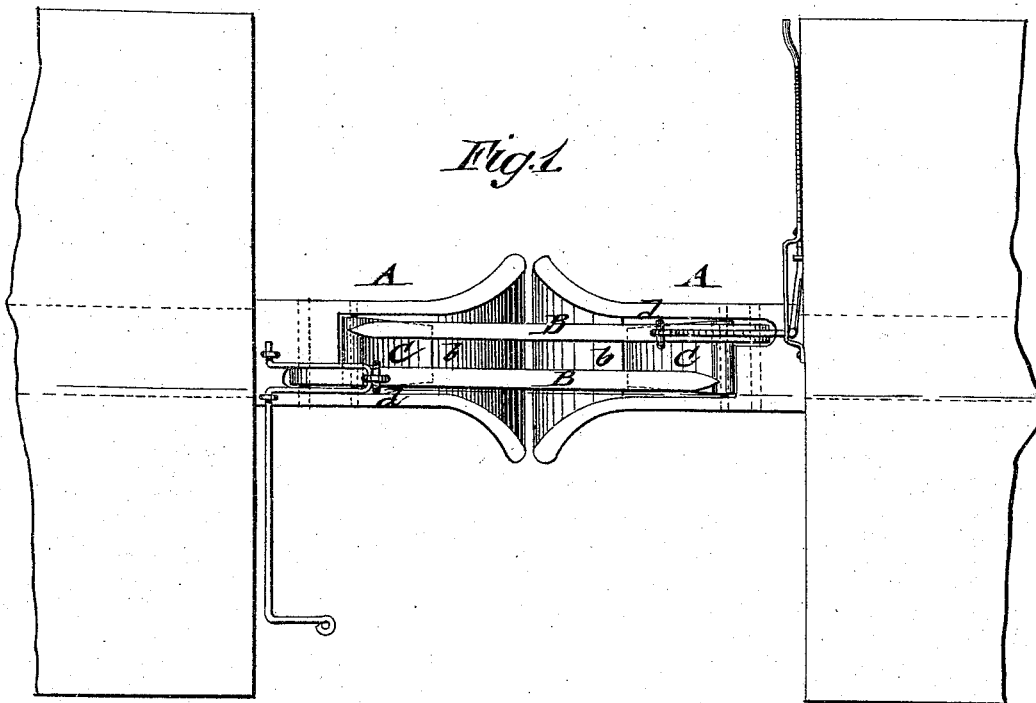


S. W. KILBOURNE.

CAR-COUPLING.

No. 184,084.

Patented Nov. 7, 1876.



WITNESSES:

*Francis McArdle,*  
*John Goethals.*

INVENTOR:

*S. W. Kilbourne*  
BY *Munroe*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

SAMUEL W. KILBOURNE, OF BETHEL, MAINE.

## IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. 184,084, dated November 7, 1876; application filed September 16, 1876.

*To all whom it may concern:*

Be it known that I, SAMUEL W. KILBOURNE, of Bethel, in the county of Oxford and State of Maine, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view, and Fig. 2 a vertical longitudinal section, of my improved car-coupling, in which the same letters of reference indicate corresponding parts.

The invention has reference to an improved automatic car-coupling, of simple construction, that may be readily uncoupled from platform, side, or top of car, and which forms, when coupled, a double and effective connection of the draw-heads.

The invention consists of a draw-bar with open top, tapering mouth, and recess back of the bottom shoulder or catch, on which the swinging coupling-hook locks when passing back of the same. A hinged table swings in the recess, and is connected to the coupling-hook of the draw-head to raise the head of the opposite hook simultaneously therewith for uncoupling.

In the drawing, A represents the draw-head that is attached, in the customary manner, to the bottom of the car-frame and provided with a curved or tapering mouth, for guiding the coupling-link. The draw-head A is open at the top, to provide for the swinging of the coupling-link or hook B, that is pivoted to the rear part of the same. A recess, *a*, in the bottom part of the draw-head A, forms a shoulder or catch, *b*, which is preferably inclined toward the recess, so as to secure the more reliable locking of the coupling-hook of the opposite draw-head therein. The hook end of the coupling bar or link B passes along the tapering mouth until it drops into the recess back of the shoulder *b* and locks on the same. The coupling-hook B is pivoted near one side of the draw-head, to admit the passing of the hook of the opposite draw-head

sidewise of the same without obstruction. The coupling-hooks B couple as described, and are uncoupled by suitable lever mechanism, either from the platform, side, or top of the car. For the purpose, however, of raising and uncoupling both hooks simultaneously by the action of the uncoupling mechanism of either car, a table, C, is hinged to the rear part of the recess *a*, so as to swing up close to the edge of the catch *b* when raised. This table is connected by a link, *d*, with the coupling-hook B, and dropped with the same when coupling to such depth as not to be in the way of the coupling-hook of the other draw-head. But when the coupling-hook is raised the table is swung up at the same time to a level with the edge of catch *b*, raising thereby the opposite coupling-hook and producing simultaneously uncoupling of both draw-heads. When the coupling-hook is retained in raised position by its uncoupling mechanism the table is also retained at the height of the lock-catch, and thereby the coupling of the cars prevented. When dropping the coupling-hooks, the draw-heads are ready for connection and form a reliable attachment by means of a simple and conveniently-operated construction.

I am aware that it is not broadly new to lift the couplers simultaneously, but my invention is confined to the particular means by which this result is accomplished.

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

The combination, with open-topped draw-heads and hook-couplers, of the tables C, hinged in recesses *a* of the draw-head, and connected by links with the coupling-hooks, as shown and described, for the purpose specified.

SAMUEL WARREN KILBOURNE.

Witnesses:

E. W. WOODBURY,  
J. W. PURINGTON.