

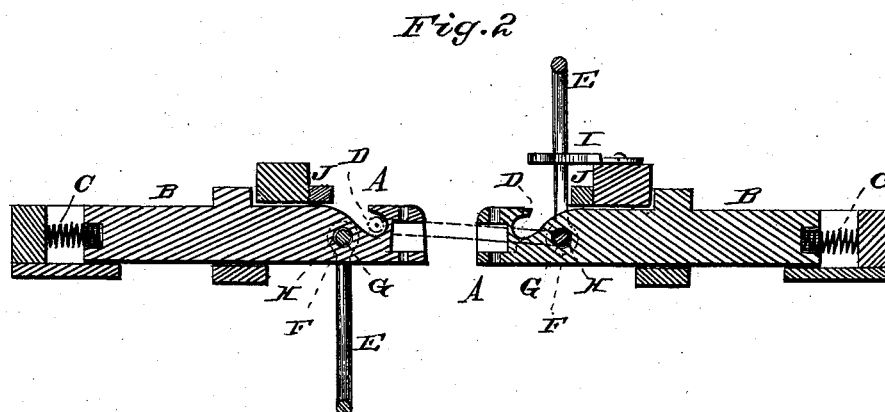
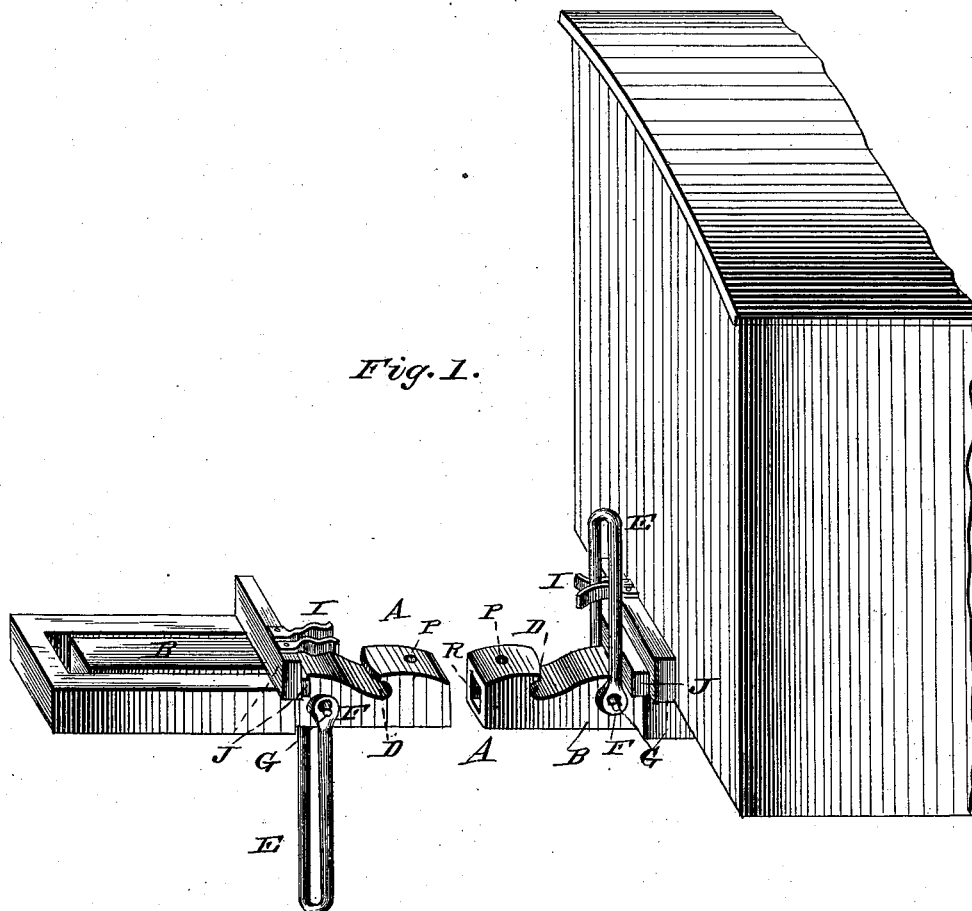
(No Model.)

P. H. DENNIS & J. A. STANTON.

CAR COUPLING.

No. 261,540.

Patented July 25, 1882.



WITNESSES:

*Wm. L. Dieterich*  
*P. C. Dieterich*

INVENTOR.

*P. H. Dennis*  
*J. A. Stanton*  
*Wm. L. Brown & Co.* ATTORNEYS.

# UNITED STATES PATENT OFFICE.

PETER H. DENNIS AND JUDSON A. STANTON, OF SAUK RAPIDS, MINNESOTA,  
ASSIGNORS TO SAID DENNIS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 261,540, dated July 25, 1882.

Application filed March 18, 1882. (No model.)

*To all whom it may concern:*

Be it known that we, PETER H. DENNIS and JUDSON A. STANTON, of Sauk Rapids, in the county of Benton and State of Minnesota, have  
5 invented certain new and useful Improvements in Car-Couplings; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains  
10 to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view; and Fig. 2 is a longitudinal vertical sectional view, showing  
15 the draw-heads of two cars in position for coupling.

Similar letters of reference indicate corresponding parts in both figures.

This invention relates to automatic or self-  
20 acting car-couplings; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, A represents the draw-head, and B the draw-bar or  
25 buffer-stem, which is fitted to slide, in the usual manner, between suitable guides under the end of the car, a spring, C, being arranged, as shown, to force it automatically in a forward  
30 direction. The draw-head A consists of a hook formed at the front end of the draw-bar by a recess, D, in the upper side, near the front end of the latter. The sides of said hook are curved  
35 or rounded, so as to correspond with the shape of the coupling-link. The latter, which is denoted by the letter E, consists of a bow or bail provided at the ends of its arms with eyes F  
40 to receive a pin, G, passing through said eyes and through a transverse horizontal opening, H, in the draw-bar, to which the bail or coupling-link is thus hinged in such a manner as to  
45 have a vertical swinging motion. The link should be of sufficient length to engage the coupling-hook or draw-head of the next car, and leave sufficient room for play between the bumpers. The pin G may be secured in position by a spring-key, or in any other suitable manner.

Secured to the top of the draw-bar frame or to the under side of the car, and projecting  
50 in front of the latter, is a forked spring, I, adapted to engage and retain the coupling-link when the latter is swung up to an approximately vertical position, as shown in the  
55 drawings.

J is a cross-bar secured to the draw-bar frame on the car, directly over the draw-bar and below the spring I.

The operation of our invention will be readily understood by reference to Fig. 2 of the  
60 drawings. The link E of one of the cars to be coupled is raised to a vertical position, and there retained by the forked spring-catch I. The link of the other car is allowed to hang  
65 down loose, as shown. When the cars come together the draw-bars are forced back against the tension of their respective springs. The link, which has been raised, thus strikes the  
70 cross-bar J, and is by the latter forced out of the spring-catch I, thus causing the link to drop down and engage the draw-head of the next or adjoining car, the coupling with which is thus effected.

The draw-head may be provided with a mouth or recess, R, and a vertical perforation,  
75 P, so as to be capable of coupling with the ordinary pin and link now in use.

Having thus described our invention, we claim and desire to secure by Letters Patent of  
80 the United States—

1. The combination of the longitudinally-sliding draw-bar B, having hook A and hinged  
link E, with the forked spring or catch I, as set forth.

2. The combination of the longitudinally-  
85 sliding draw-bar B, having hinged link E, the forked spring or catch I, and the cross-bar J, as set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures  
90 in presence of two witnesses.

PETER H. DENNIS.  
JUDSON A. STANTON.

Witnesses:

S. P. CARPENTER,  
H. BEAUPRE.