

(Model.)

B. M. PULLIAM.

CAR COUPLING.

No. 263,215.

Patented Aug. 22, 1882.

Fig. 1.

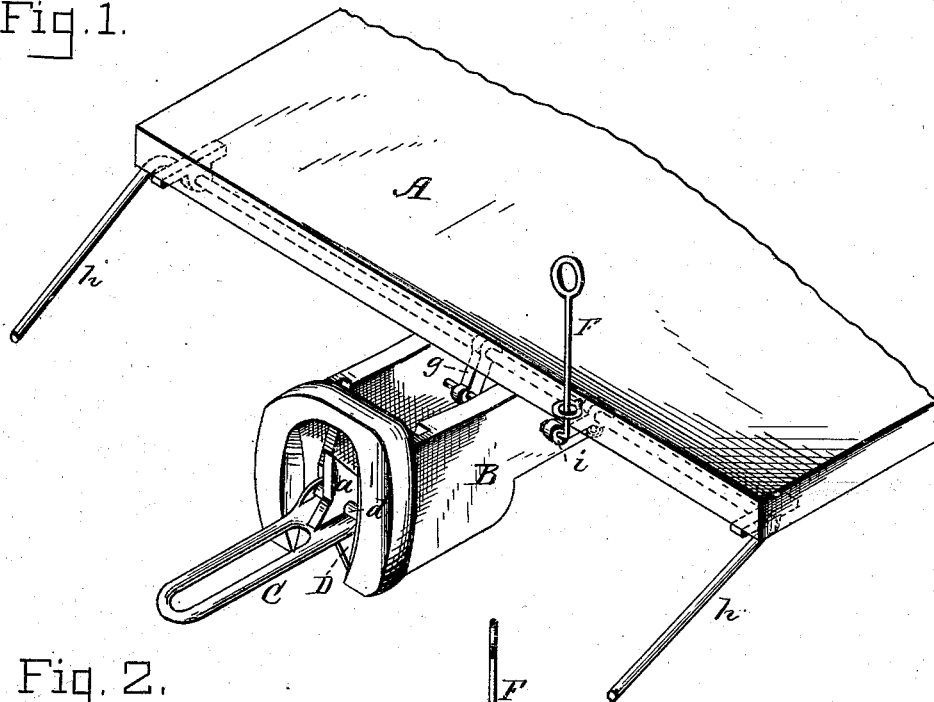


Fig. 2.

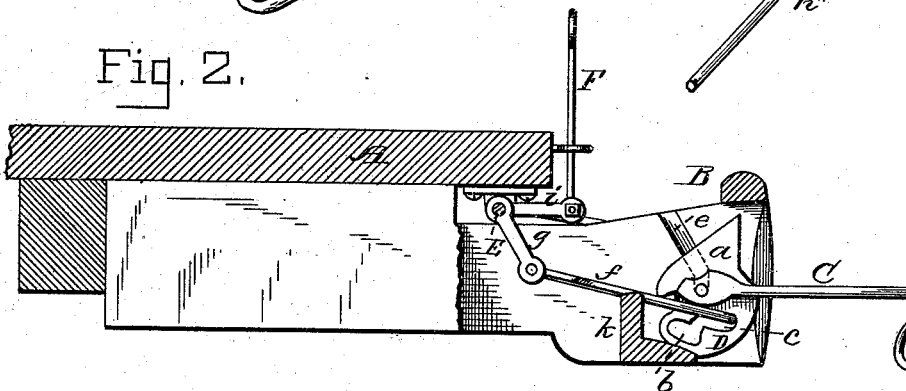


Fig. 3.

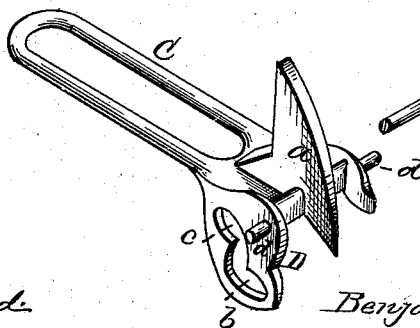
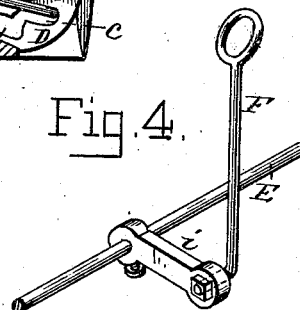


Fig. 4.



WITNESSES

Francis L. Ourand
L. L. Miller

INVENTOR

Benjamin M. Pulliam,
per *Chas. H. Fowler*
Attorney

UNITED STATES PATENT OFFICE.

BENJAMIN M. PULLIAM, OF TOLONO, ILLINOIS, ASSIGNOR TO HIMSELF
AND JOHN D. PULLIAM, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 263,215, dated August 22, 1882.

Application filed January 23, 1882. (Model.)

To all whom it may concern:

Be it known that I, BENJAMIN M. PULLIAM, a citizen of the United States, residing at Tolono, in the county of Champaign and State of Illinois, 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 same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of my invention. Fig. 2 is a longitudinal section thereof. Fig. 3 is a perspective view of the coupling-link and its connections, and Fig. 4 is a similar view of one of the levers for operating the coupling.

The present invention has relation to certain new and useful improvements in car-couplings; and the object thereof is to improve the construction and operation of the same, whereby the cars can be more readily and effectually coupled and uncoupled. These objects I attain by the construction substantially as shown in the drawings, and hereinafter described.

In the accompanying drawings, A represents the platform of a car, to the end of which is connected the draw-head B.

The coupling-link C is formed at its rear or inner end with an inclined extension, *a*. At the upper side of the link, and underneath, upon one side of the link, is a plate, D, having inclined slots *b c*. Upon each side and at the rear or inner end of the link C are pins *d*, projecting horizontally therefrom, which enter guide-grooves *e* upon the inner sides of the draw-head B. The hooked end of a rod, *f*, enters the slots *b c*, as will be hereinafter more fully described, the inner end of said rod being loosely connected to one end of an arm, *g*. The opposite end of the arm *g* is suitably connected to a rod, E, arranged horizontally under the platform A, said rod having handles *h* for operating it upon either side of the car. A rod, F, may also be employed, said rod being connected to a bar, *i*, which in turn is connected to the rod E by a set-screw or other suitable means. This rod F may extend up

to the top of the car in convenient reach, thereby enabling the cars to be coupled or uncoupled from the top as well as the sides thereof.

In removing and inserting the link C the rod *f* must rise with it and above the end of the guide-post *k* to allow of the rod to be moved to one side to disengage the hooked end thereof with the slots in the plate D, when the link C can be removed. In replacing the link C the end of the rod *f* should be first engaged with the slots in the plate D and carried down with it until the pins *d* rest at the bottom of the guide-grooves *e*.

It will be seen that the rear end of the link C is of peculiar shape, and when in the draw-head B, and not coupled with the adjoining or opposite draw-head, it hangs perpendicular, and the hooked end of the rod *f* engages with the slot *c* in the plate D, as is also the case when the link is brought to a horizontal position when making coupling, as shown in Fig. 2. This position of the link C is effected by the turning of the rod E either by the rod F or handles *h*, said handles being connected by set-screws or any other suitable means to the rod E, and, through its connections with the link by the rod *f* and arm *g*, the link is brought to the position as hereinbefore described, and remains so until it is uncoupled. When the coupling of the cars is effected and the handles released by the operator they will hang down in a perpendicular position by their own gravity, and when they start down, the coupling-link being in a horizontal position, the hooked end of the rod *f* will move down into the slot *b*. In this position, when it is desired to uncouple the cars, the handles *h*, when elevated as heretofore, will raise the link from its horizontal position and disengage it from the opposite draw-head, the peculiar form of the slots *b c*, in connection with the rod *f*, enabling this operation of the link to be effected.

The plate *a*, or, in other words, the "hook," enables the common links or those in general use to be coupled by passing over the end of the hook.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The coupling-link C, having plate D, with slots *b c*, in combination with the rod *f*, constructed to operate substantially as and for the purpose set forth.

5 2. The draw-head B, having guide-slots *e*, guide-post *k*, and the rod *f*, in combination with the link C, having pins *d*, and plate D, with slots *b c*, substantially as and for the purpose specified.

In testimony that I claim the above I have 10
hereunto subscribed my name in the presence
of two witnesses.

BENJAMIN MILLARD PULLIAM.

Witnesses:

JOHN D. PULLIAM,
WILLIAM PULLIAM.