(No Model.)

B. ROWELL.

CAR COUPLING.

No. 458,861. Patented Sept. 1, 1891.

Fig. 1.

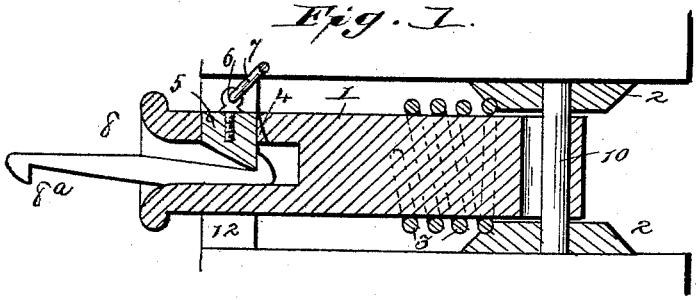


Fig. 2.

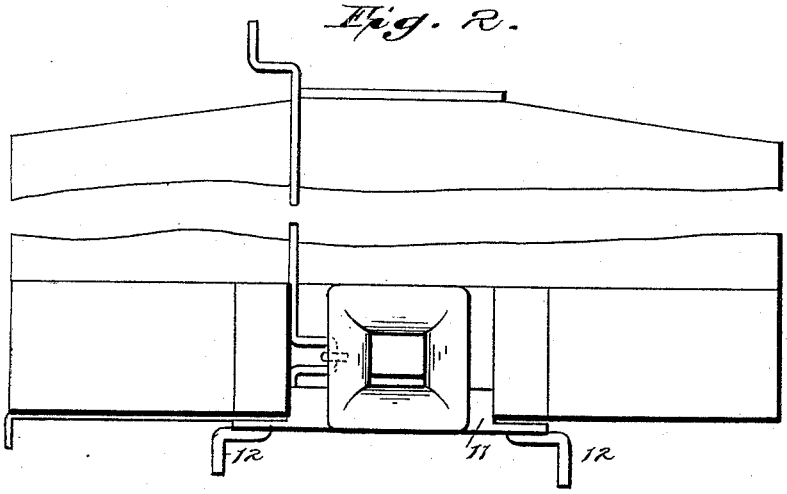


Fig. 3.

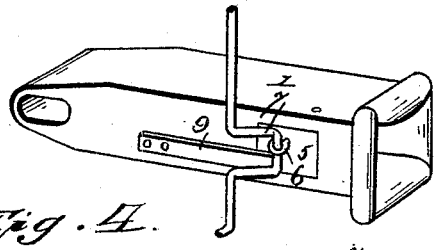
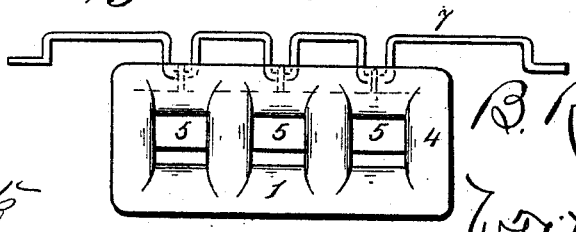


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 458,861, dated September 1, 1891.

Application filed May 6, 1891. Serial No. 391,795. (No model.)

To all whom it may concern:

Be it known that I, BENNING ROWELL, a citizen of the United States, residing at Chippewa Falls, in the county of Chippewa and State of Wisconsin, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention consists in a new and improved car-coupler, which can be readily uncoupled from either the top or side of the car, which can be detached from one car and in a few minutes secured in an operative position to another car, and which is provided with means for adjusting the height of the draw-head; and the invention will be hereinafter fully described and claimed.

Referring to the accompanying drawings, Figure 1 is a horizontal sectional view of my new and improved car-coupler. Fig. 2 is an end view of the same. Fig. 3 illustrates the draw-head and adjacent parts. Fig. 4 shows a draw-head provided with three compartments and links instead of one.

Referring to the several parts by their designating numerals, 1 indicates the draw-head, and at the rear end of the draw-bar is swiveled a bearing-block 2, a spring 3 being arranged around the inner end of the draw-bar to serve as a bumper-spring.

In one side of the draw-head, which is provided with the usual opening for the reception of the coupling-link, is formed a slot 4, in which fits and is hinged or pivoted at its outer end the hook-block 5. In the outer side of this hook is secured an eye 6, through which passes the central crank of a crank-shaft 7. The upper end of this shaft extends to the top of the car and is there bent to form a convenient handle, while its lower end is bent and extends out at the side of the car, by which arrangement the car can be uncoupled from either the top or side. The coupling-link 8 is formed with the opposite arrow-heads or hooks 8^a. A spring 9, the free end of which bears on the free end of the hook-block 5, tends to press the same normally inward, and it will be seen that when the end of the coupling link enters the draw-head it will press the hook 5 outward until it passes the hooked end of the same, when the spring 9 will force the hook inward, thereby engaging the end of the coupling-link. The inner end of the coupling-bar is secured by a removable transverse bolt 10, which passes through the bearing-block 2, as shown, and the outer end of the draw-bar rests upon a bearing-plate 11, on which it is secured by a rod passing over it and having its ends secured in the bearing-plate. Through the ends of the bearing-plate pass the hand-screws 12, the outer ends of which are bent to form convenient handles, while their inner threaded ends pass through openings in the ends of the bearing-plate and screw up into the wood of the two bumper-bars, or may be reversed and screw down from the bumper-bars into the bearing-plates. It will thus be seen that by turning the hand-screws 12 the draw-head can be raised or lowered to the desired height, the inner end of the draw-bar turning readily on the transverse bolt 10, while the draw-bar can be readily removed from a car by drawing out the transverse bolt 10 and unscrewing the hand-screws 12 from the bumper-bars, when the entire device can be as readily applied in a few minutes to another car.

In Fig. 4 I have shown the draw-head widened and formed with three compartments and three coupling-links.

From the foregoing description, taken in connection with the accompanying drawings, it is thought that the construction, operation, and practical advantages of my invention will be readily understood without requiring further detailed description.

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

1. The combination of the draw-head having the link-opening and formed with the side slot 4, communicating with said opening, the hook-block 5, pivoted at one end in said opening and having the eye 6 secured in it, the spring 9, bearing on the said hook, the operating crank-rod passing through the eye 6, and the coupling-link 7, substantially as set forth.

2. In a car-coupler, the combination of the draw-head having the bearing-block 2 at its rear end, the removable transverse bolt 10,

the adjustable bearing-plate 11, on which the draw-head is secured, and the adjusting hand-screws 12, formed with the handles at their outer ends and passing through the ends of the bearing-plate into the bumper-rods, substantially as set forth.

3. The combination of the draw-head formed with the usual link-opening and the side slot 4 and having the bearing-block 2 at its inner end, the transverse removable bolt 10, the hook-block 5, pivoted in the slot 4 and having the outer eye 6, the spring 9, bearing on the said hook-block, the operating crank-rod passing through the eye 6, the movable bearing-plate 11, on which the draw-head is secured, and the adjusting hand-screws 12, passing through the ends of the bearing-plate into the bumper-bars, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

BENNING ROWELL.

Witnesses:

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