

(No Model.)

R. BENNETT.
CAR COUPLING.

No. 525,249.

Patented Aug. 28, 1894.

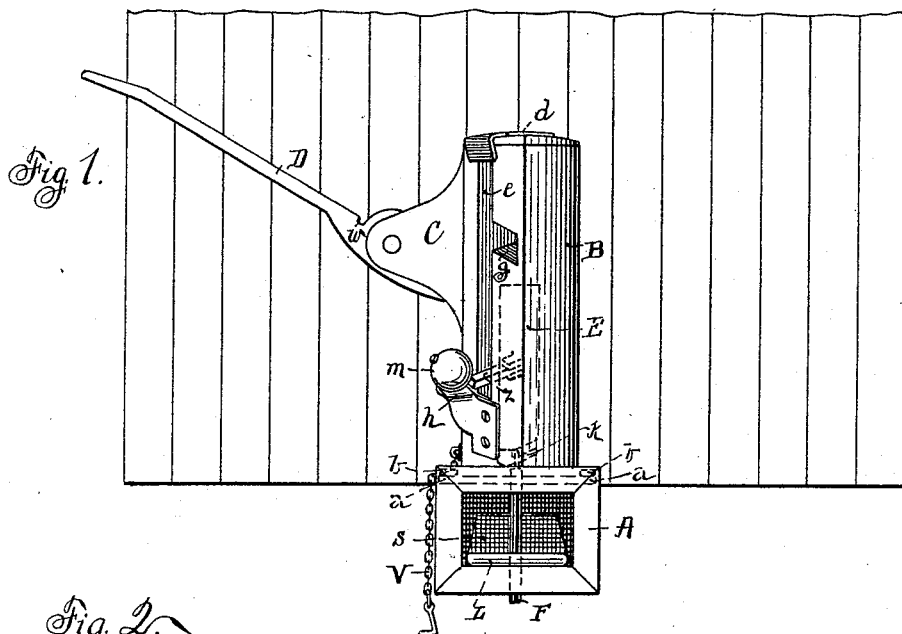


Fig. 2.

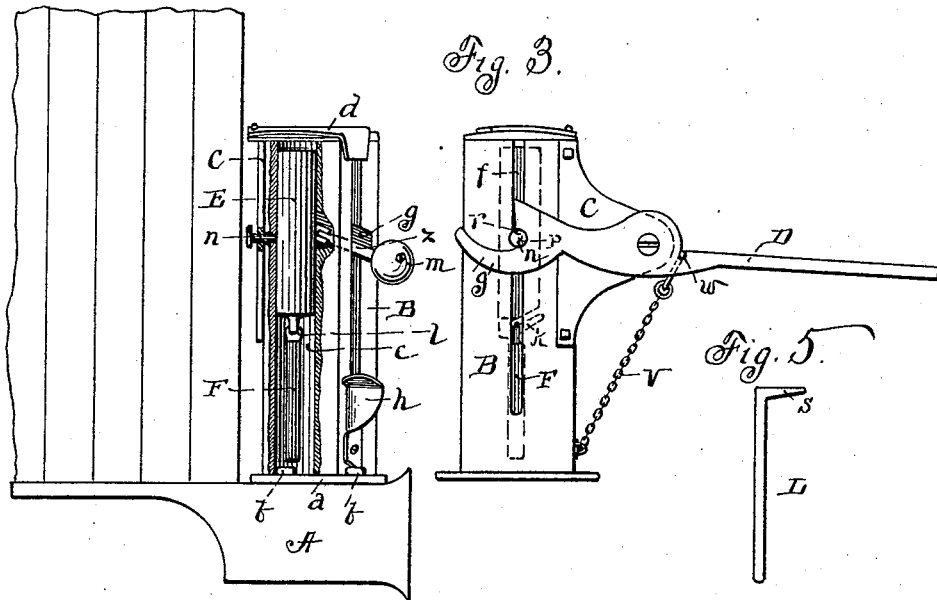
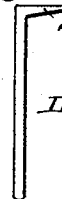
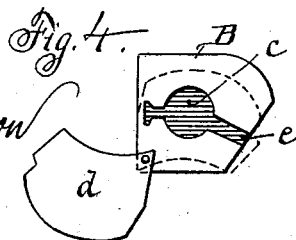


Fig. 5.



WITNESSES

Geo. M. Anderson
Phillips.



INVENTOR

Richard Bennett
by E. W. Anderson
his Attorney

UNITED STATES PATENT OFFICE.

RICHARD BENNETT, OF EUREKA SPRINGS, ARKANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 525,249, dated August 28, 1894.

Application filed January 31, 1894. Serial No. 498,544. (No model.)

To all whom it may concern:

Be it known that I, RICHARD BENNETT, a citizen of the United States, and a resident of Eureka Springs, in the county of Carroll and State of Arkansas, have invented certain new and useful Improvements in Car-Couplings; and I do 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a front elevation of the device. Fig. 2 is a vertical section of same and Fig. 3 is a rear elevation of the extension and pin-operating devices, with the pin raised. Fig. 4 is a detail view of the link and extension B the latter being a top plan view. Fig. 5 is a detail view showing the link in elevation.

This invention has relation to car couplings, and it consists in the novel construction and combination of devices, as hereinafter set forth.

The object of the invention is mainly to provide means for operating the coupling pin with facility, such means being usually in the form of an attachment which can be bolted to the ordinary draw-head in use.

In the accompanying drawings, the letter A designates a draw-head, and B an extension on the top thereof, which is usually made separate from said draw-head, and is in such case, provided with flanges *a, a*, perforated for the passage of the attachment bolts or screws *b, b*.

C represents a lateral flange of the extension B, to which is pivoted a lever D, the handle of which extends laterally and is long enough to enable the brakeman to operate said lever without going between the cars.

The extension B is made with a vertical base or guide way *c*, and is provided with vertical slots *e* and *f*, respectively in its front and rear walls. The front slot *e* extends a little sidewise and is formed with an offset notch or catch *g* near its upper end, and a rest *h* near its lower end.

The top of the base or guide-way *c* is open, and is provided with a pivoted cover *d*, which

can be turned laterally to expose the mouth of the guide-way to allow the movable bolt E to be withdrawn therefrom when necessary. 55

The bolt E is of sufficient size to give it weight enough to effect positive action when dropped. The lower end of the bolt is provided with a hook *k*, to which is connected the eye *l*, at the upper end of the coupling pin F. When the bolt is allowed to fall, it passes the pin F through the pin openings in the draw-head. When it is raised, it pulls said pin upward sufficiently to loosen the link L. In front the bolt E is provided with an arm *z*, extending somewhat laterally forward and having a weighted end knob *m*, and pivoted to said bolt by an inclined pivot pin so that it has a tendency to fall laterally, and thus, when the bolt is raised sufficiently to uncouple the link, to fall into engagement with the lateral holding notch or catch *g*. In this manner the bolt is automatically caught and held in the raised position. When it is desired to couple by letting the pin fall, the arm *z* is moved out of the notch *g* automatically by shock of the contact of the draw-heads. The bolt then falls, pressing down the pin, and the knob end of the arm *z* is caught by the rest *h*, which prevents said arm from being wrenched out of position. 75

Through the rear slot *f* of the guide way extends the rear arm *n* of the bolt, sufficiently to engage a notch *p* of the lever D. The notch of this lever is formed with a finger *g'* long enough to engage the end of the arm *n* of said bolt when the latter is in its lowest position. It is also provided with a shoulder *r*, to effect a positive depression of the bolt when necessary. 85

The link L is usually made with an end flange *s*, which extends upward and serves to steady the link and hold it in horizontal position. 90

V represents a chain carrying hook, which may be engaged with the lever handle at *w* to hold it down when the bolt is raised, securing the pin in its highest or uncoupled position. This chain and hook are designed to be used in switching cars, when coupling is not required. 95

The bolt, its arms and coupling pin may all be removed from the guide extension when necessary to repair an injured or broken pin. 100

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

1. A slotted extension for draw-heads having a sidewise vertical front slot and a reciprocating bolt having an incline-pivoted arm extending through said slot, and adapted to operate automatically in coupling, substantially as specified.
2. An extension for draw-heads having front and rear slots, in combination with a reciprocating bolt having front and rear arms and an operating lever, substantially as specified.
3. An extension for draw-heads having front and rear slots, and a holding notch or catch, in combination with a reciprocating bolt, to which a coupling pin may be connected, the automatic arm of said bolt, its lever arm, and the operating lever, substantially as specified.
4. The combination with a draw-head and its coupling pin, of the upward slotted extension, its notch or catch, the reciprocating bolt, and its incline-pivoted arm extending

somewhat forward and side-wise through the slot of said extension, substantially as specified.

5. In an automatic coupling, the combination with the draw-head and pin, of the guide extension, its forward and side-wise slot, and holding notch or catch, the reciprocating bolt, its weighted incline-pivoted arm, the rest near the lower end of said slot, the detachable or notched operating lever, and the holding chain, substantially as specified.

6. In an automatic coupling, the combination with the draw-head and pin, of the flanged link, the guide extension, its forward and side-wise slot and holding catch or notch, the reciprocating bolt, its incline-pivoted arm, the rest near the lower end of said slot, the detachable lever and the holding chain and hook, substantially as specified.

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

RICHARD BENNETT.

Witnesses:

CHARLES B. WRIGHT,
E. M. TURLEY.