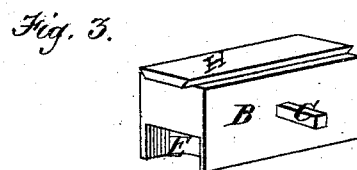
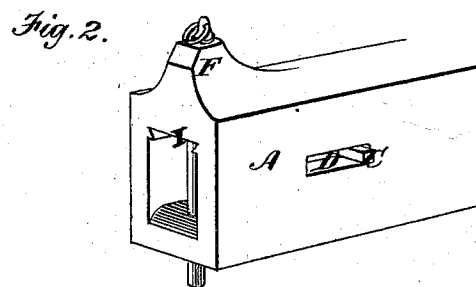
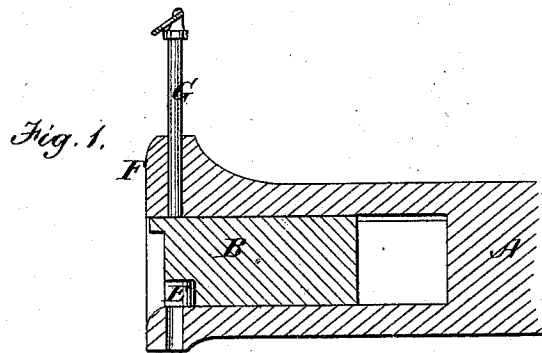


A. W. BOHAKER.
Car-Couplings.

No. 143,491.

Patented Oct. 7, 1873.



Witnesses.
C. F. P. [Signature]
M. Church.

Inventor.
A. W. Bohaker.
by his Attys.
Hill & Ellsworth.

UNITED STATES PATENT OFFICE.

ANDREAS W. BOHAKER, OF GRANVILLE, NOVA SCOTIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **143,491**, dated October 7, 1873; application filed March 19, 1873.

To all whom it may concern:

Be it known that I, ANDREAS W. BOHAKER, of Granville, in the county of Annapolis, Nova Scotia, have invented a new and useful Improvement in Car-Couplings; and I do hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 is a longitudinal vertical section; Fig. 2, a perspective view; and Fig. 3, a detached perspective of the block B.

Similar letters of reference in the accompanying drawings denote the same parts.

My invention relates to that class of car-couplings in which a sliding block operated by a link is used; and it consists in the employment of a block sliding in the draw-head by the action of the ordinary link, the said block supporting the coupling-pin in its raised position, and having a notch in its lower front surface for the link, and arms on its sides, which operate in slots in the sides of the draw-head, by means of which the block can be moved forward under the pin, the arms also serving to guide the block longitudinally, and the upper surface of the block being provided with a dovetailed projection, which fits into a correspondingly-formed groove in the under surface of the top of the draw-head, by reason of which the block is guided in its movements backward and forward in the draw-head, and the danger of injury to the block or sides of the draw-head from lateral movement of the block in coupling cars is entirely obviated.

In the accompanying drawings, A are the draw-bars, inside which are placed blocks B, which have arms C extending out through slots D in the sides of the draw-bar, these arms serving as handles by which to manipulate the blocks B, which are without springs. The slots D are long enough to allow the blocks B sufficient play to slide under the pin-hole, and to clear the same at the front and rear

ends of its throw. In the front ends of the blocks are recesses E, which receive the ends of the link and hold it horizontal. F are projections on the tops of the front ends of the draw-bars, in which projections are made the pin-holes, which are occupied by the pins G. H is a dovetailed projection on the upper surface of the block, which fits in a correspondingly-formed groove, I, in the under surface of the top of the draw-head.

By this construction the block is guided in its backward and forward movement, and the force of the blow of the link against the block in coupling cars is thrown directly upon the back end of the draw-head, instead of a portion of the force being exerted against its sides, and the danger of injury to the block and sides of the draw-head in coupling cars is entirely prevented.

I am aware that guides have heretofore been employed on the upper and lower surfaces of the interior of the draw-head to prevent lateral play of the block, and I therefore lay no claim to such invention. I am also aware that a sliding block supporting the coupling-pin in the forward position of the former, and provided with a handle or arm operating in a slot in the draw-head, and also having a notch or recess on its lower front end for the reception of the ordinary link in coupling cars, has heretofore been employed, and I therefore lay no claim to these separate features; but

What I do claim as new is—

The draw-head A, provided with the slots D and dovetailed groove I, in combination with the pin G and sliding block B, having arms C on its sides, and notch E for the reception of the link, and dovetailed projection H, all constructed and arranged to operate as set forth.

ANDREAS W. BOHAKER.

Witnesses:

WILLIAM J. CROSCUP,
C. W. CROSCUP.