

G. H. WEAVER.

Machines for Bending Coupling-Links for Cars.

No. 149,016.

Patented March 24, 1874.

Fig. 1.

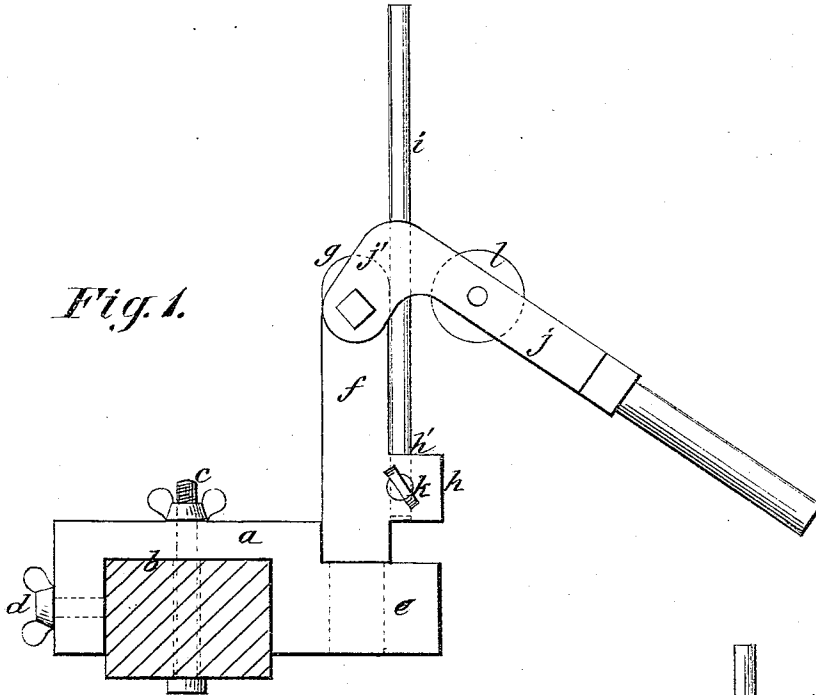
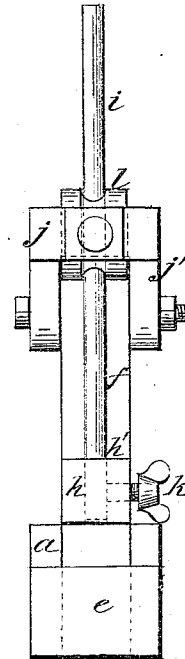
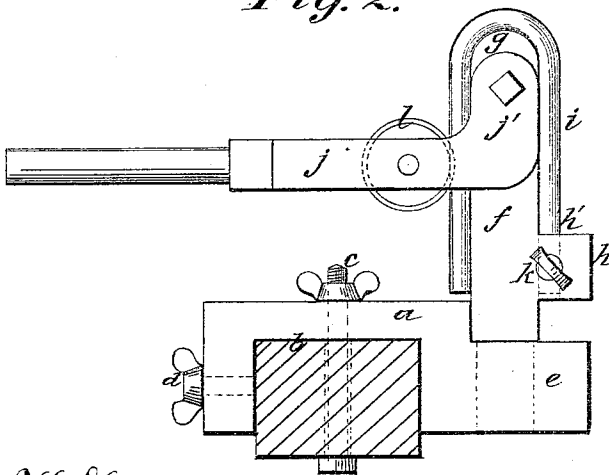


Fig. 2.



Attest:

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UNITED STATES PATENT OFFICE.

GEORGE H. WEAVER, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN MACHINES FOR BENDING COUPLING-LINKS FOR CARS.

Specification forming part of Letters Patent No. 149,016, dated March 24, 1874; application filed March 3, 1874.

To all whom it may concern:

Be it known that I, GEORGE H. WEAVER, of the city of Baltimore, in the State of Maryland, have invented a new and useful Improvement in Car-Link Benders, of which the following is a specification:

My invention relates to devices for bending the coupling-links for railway-cars; and the particular feature of my invention consists in the combination, with a bed-clamp, of an upright post-former, having an open holding and guide socket for the blank, and a forked hand-lever pivoted to the head of the post-former so as to embrace it, whereby the blank is inserted and held within the post-socket, so that its ends will be in line, and bent over the post within the forks of the lever to form the link, the device being simple, durable, and easily and conveniently clamped in position to an anvil or bench by the clamp-bed, which, with the post-former and lever, completes the device.

In the accompanying drawings, Figure 1 represents an elevation of a car-link bender embracing my invention, the blank being shown as held within a socket ready for being bent; Fig. 2, a similar view, showing the blank bent; and Fig. 3, a front-side view.

The bed *a* is an angle-piece, with a recess, *b*, for fitting over and upon an anvil or bench, to which it is clamped by bolts *c d* passing through the end and top of the bed. Upon an angle-foot, *e*, of the bed the post-former *f* is secured, with its forming-head *g* rising a suitable distance above the bed to suit the longest link to be bent. The forming-head *g* of this post is rounded to make the form of the link, and upon its front side a socketed projection, *h*, is made, into which one end of the

link-blank *i* is inserted to hold it in the proper position to receive the action of the bending-lever *j*, the blank being clamped in its socket *h'*, which holds it in a true vertical position by the side of the post, so that its ends will be kept in line while being bent. This socket *h'* is open at both ends to allow blanks of different lengths to be adjusted therein, so that its free end, in being bent over the former, will not strike the surface of the bed, the blank being clamped in its open socket by a clamp-screw, *k*, on the side of the projection *h*. The hand-lever *j* is forked, with its ends *j'* bent or angular, and pivoted to each side of the post-head *g*, so as to serve as braces to the lever and keep it in a true line with the blank in bending it over the former. An anti-friction grooved roller, *l*, is secured upon a bearing-pin between the forks of the lever, to act upon the blank and hold it by the groove as it is forced over the former and against the opposite side of the post with its ends parallel. When so formed, it is easily raised and removed from the post, and its ends subsequently welded together to complete the coupling-link.

I claim—

The combination of the angle-bed *a e* with the former-post *f g*, its holding open guide-socket *h h'*, and the forked bracing hand-lever *j*, with its roller *l*, for bending coupling-links for railway-cars, substantially as described.

In testimony whereof I have hereunto set my hand this 18th day of February, A. D. 1874.

GEORGE H. WEAVER.

Witnesses:

A. E. H. JOHNSON,
J. W. HAMILTON JOHNSON.