

(No Model.)

A. H. BLANKMAN.
CAR COUPLING.

No. 461,540.

Patented Oct. 20, 1891.

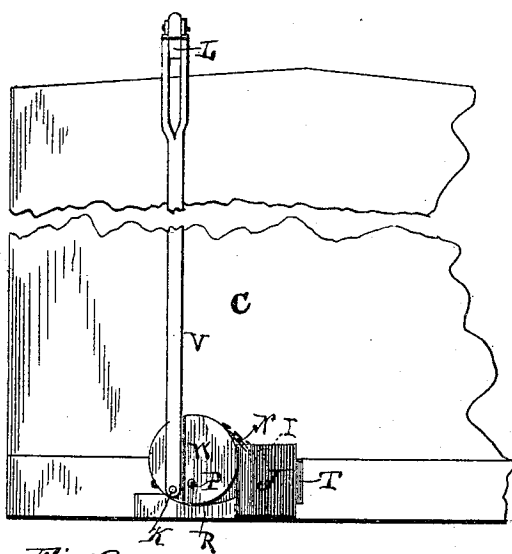
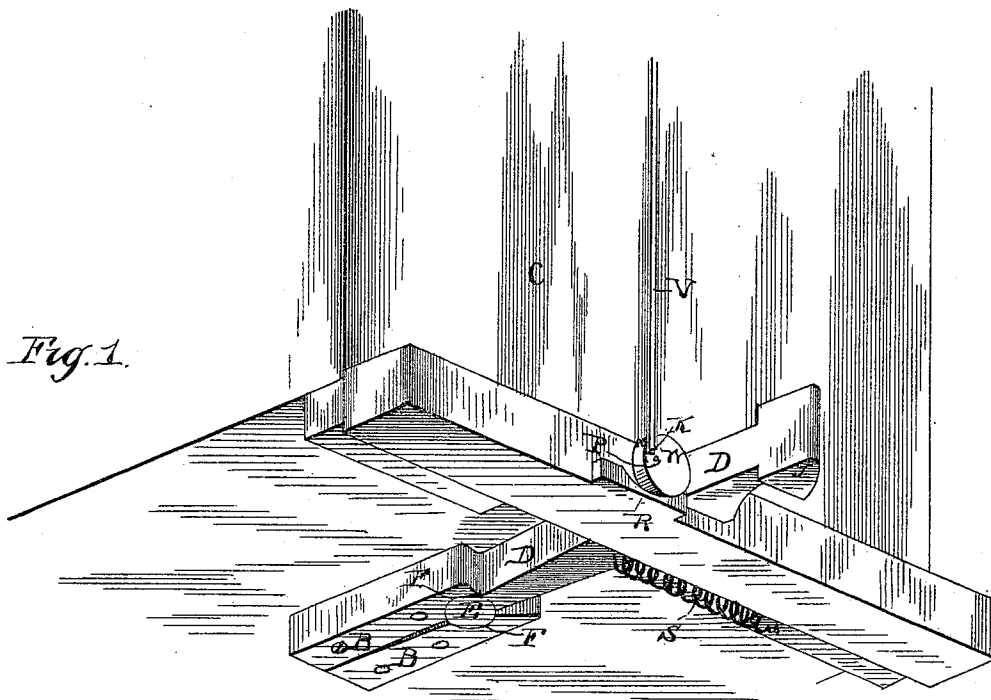
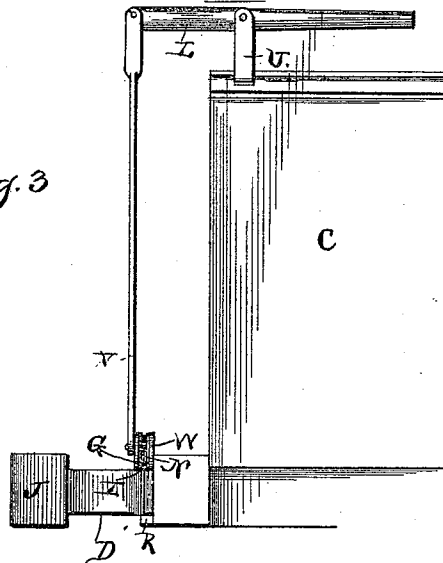


Fig. 3



Witnesses

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By *his* Attorneys,

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UNITED STATES PATENT OFFICE.

ARNOLD HENRY BLANKMAN, OF ALTON, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 461,540, dated October 20, 1891.

Application filed June 6, 1891. Serial No. 395,292. (No model.)

To all whom it may concern:

Be it known that I, ARNOLD HENRY BLANKMAN, a citizen of the United States, residing at Alton, in the county of Wayne and State of New York, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings, and more especially to that class thereof known as "twin jaw," and the object of the same is to effect certain improvements in the manner of operating the jaws.

To this end the invention consists in the specific details of construction hereinafter more fully described and claimed, and as illustrated on the sheet of drawings, wherein—

Figure 1 is a perspective view taken slightly from the under side and showing the end of the car provided with my improved coupling. Fig. 2 is an end elevation of the car with the draw-head retracted. Fig. 3 is a right side elevation.

Referring to the said drawings, the letter C designates the body of the car, beneath which are secured two blocks B, having outwardly-curved adjacent faces F, between which is loosely mounted the enlarged and rounded rear end E of the draw-head D. The latter has at its front end a beveled jaw J of any approved type of twin-jaw car-coupling, and a spring S beneath the car draws the body of the draw-head laterally within a transverse slot T in the dead-block in a proper direction to cause the jaw J to engage a similar jaw on another car.

W is a wheel eccentrically pivoted, as at P, to the end of the car above a retaining-stop R, which limits its movement, and the periphery of this wheel is grooved, as seen at G in Fig. 3, a chain N leading from the draw-head partially around the periphery of this wheel and connecting with an eye I therein. The vertical rod V is connected to a crank-pin K in this wheel about at the point shown, and its upper end is forked and pivoted to the front end of a lever L, which is mounted on an upright U, rising from the top of the car.

In operation, when the lever is moved by a brakeman standing on the top of the car, so as to depress the rod V, the wheel W is turned outwardly, as shown in Fig. 2, and the tension of the chain N as it is wound over the

groove G draws the draw-head D to one side within the transverse slot T and disengages the jaw J from a similar jaw on the other car. Upon releasing the lever the spring S causes the parts to assume their normal positions. At this time the wheel W has turned so far over its pivot P and rests upon the stop R in such a manner that the draw-head cannot be accidentally or automatically retracted, and hence the undesirable uncoupling of the cars will not take place. Various changes in the details of construction may be made without departing from the spirit of my invention. When it is desired to remove the draw-head for any purpose, its enlarged and rounded head E is dropped out of the space between the curved faces F of the blocks B, and the entire draw-head and draw-bar is removed longitudinally through the slot in the dead-block. By this specific form of pivot at the rear end of the draw-bar I avoid the necessity for using any pivot-bolt, although of course, if desired, one might be used without affecting the balance of the invention.

What is claimed as new is—

1. In a car-coupling, the combination, with blocks secured beneath the car-body and having outwardly-curved adjacent faces, a slotted dead-block, a draw-head having an enlarged and rounded rear end loosely mounted between said curved faces, its body passing through the slot in the dead-block and its front end having a beveled jaw, and a spring holding said draw-head with its jaw in normally operative position, of means, substantially as described, for retracting the draw-head against the tension of the spring, as set forth.

2. In a car-coupling, the combination, with a draw-head pivotally connected at its rear end with the car and having a beveled jaw at its front end and a spring holding said draw-head with its jaw in normally operative position, of a wheel eccentrically pivoted to the end of the car at the rear side of said draw-head, a stop below said wheel at a point to allow the longest radius of said wheel to stand between its pivot and the draw-head, and means, substantially as described, for turning said wheel and retracting the draw-head, as set forth.

3. In a car-coupling, the combination, with

a draw-head pivotally connected at its rear
end with a car and having a beveled jaw at
its front end and a spring holding said draw-
head with its jaw in normally operative po-
5 sition, of a wheel eccentrically pivoted to the
end of the car at the rear side of said draw-
head and having a grooved periphery, an eye
therein, a chain connecting said eye with the
draw-head, a crank-pin in the wheel, a lever
10 pivoted in an upright on the car, and a rod

connecting said lever with the crank-pin, as
and for the purpose hereinbefore set forth.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in
presence of two witnesses.

ARNOLD HENRY BLANKMAN.

Witnesses:

CHAS. M. KESSLER,
EDGAR THOMAS.