

REX & REX, Jr.
Car Coupling.

No. 106,204.

Patented Aug. 9, 1870.

Fig. 1.

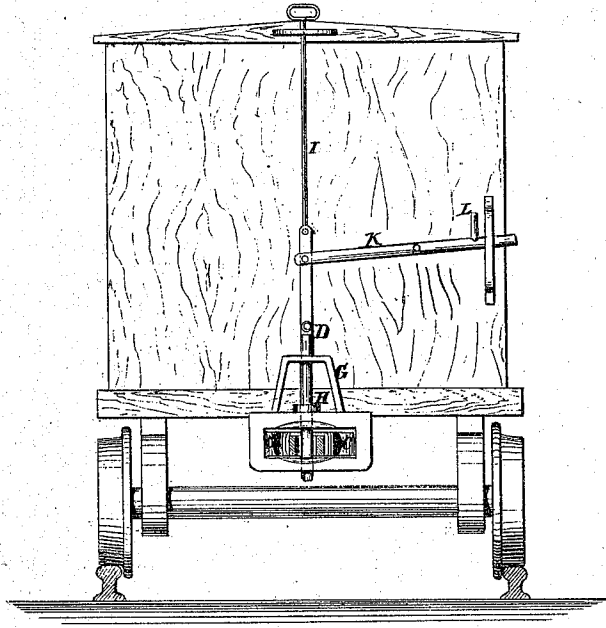
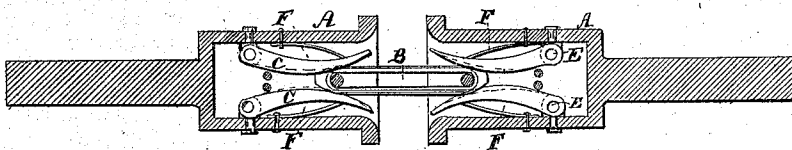


Fig. 2.



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WILLIAM A. REX AND JOSEPH M. REX, JR., OF BUTLER, INDIANA.

Letters Patent No. 106,204, dated August 9, 1870.

IMPROVEMENT IN CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same

To all whom it may concern:

Be it known that we, WILLIAM A. REX and JOSEPH M. REX, Jr., of Butler, in the county of De Kalb and State of Indiana, have invented a new and improved Car-Coupling; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

My invention relates to devices much used for coupling cars, and the nature thereof consists in the arrangement of parts, hereinafter described.

The said coupling-pins are provided with connecting-rods and levers, arranged for raising them from the top sides of the cars.

Figure 1 represents a front elevation of a car provided with our improved coupling devices, and

Figure 2 is a horizontal section of a pair of couplings.

Similar letters of reference indicate corresponding parts.

The buffer-heads A are made hollow at the ends, for the reception of the draw-links B in the usual way, and in these hollow spaces are provided the curved spring jaws, the ends of which, near the mouths of the buffers, are widely separated, so as to receive the links when forced in, and guide them to the proper position to receive the pins D, opposite which the said jaws approach each other when the links are disconnected, so nearly as to serve as a support to hold the bolts up until they are forced open by the entering link, and the bolt allowed to fall, in doing which it passes through the link.

These jaws may be arranged in any preferred way, to operate in the manner described, being either curved bars of metal pivoted at the rear ends E, and provided with springs F to force them together, or the bars themselves may be springs, and rigidly connected at the rear to the sides of the buffers, or to bolts traversing them in any way.

We propose to provide braces G above the buffers, to support and guide the pins vertically, and we make enlargements, H, on the latter, to prevent falling too far, and being drawn too high by the rods I or levers K, which we provide for raising the bolts when standing by the sides of the cars or on the tops.

The jaws are grooved at the points where they bear against the sides of the link, so that when a link is projecting from one buffer it will be supported horizontally for entering the buffer of an approaching car, and thereby the cars may be coupled self-actingly.

The pins may also be held up to admit the pins by spring catches L on the levers K taking into notches in the side of the car.

Having thus described our invention,
I claim as new and desire to secure by Letters Patent—

The arrangement of the spring catch-lever K L, rod I, and the connecting-link by which the pin D is operated, all as shown and described.

W. A. REX.
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