

W. B. BEARD.
Car-Couplings.

No. 147,593.

Patented Feb. 17, 1874.

Fig. 1.

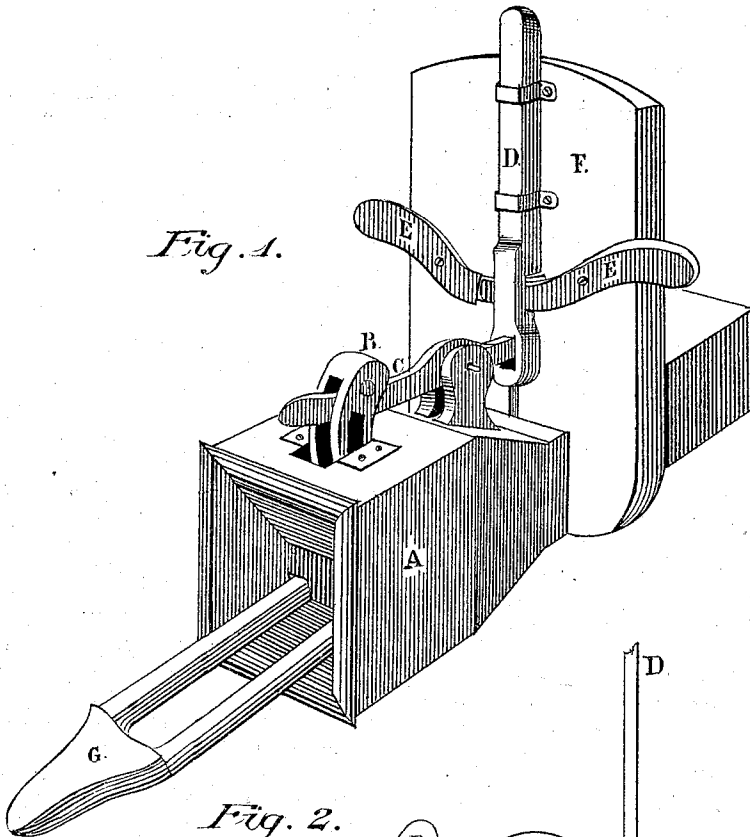


Fig. 2.

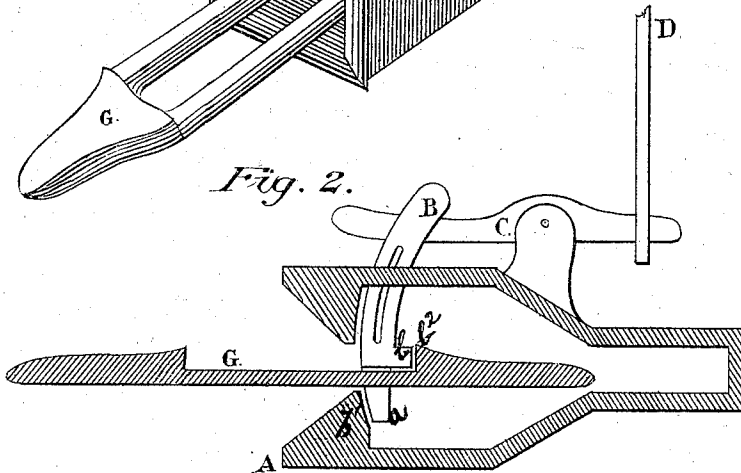
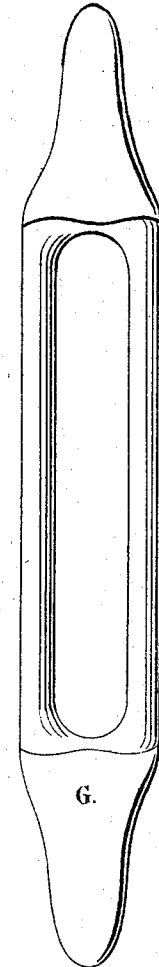


Fig. 3.



WITNESSES.

Will. B. Boies.
John Dressel,

INVENTOR.

Walber B. Beard
by J. G. Hewitt
his attorney

UNITED STATES PATENT OFFICE.

WALLER B. BEARD, OF LEXINGTON, KENTUCKY, ASSIGNOR OF ONE-HALF HIS RIGHT TO JAMES F. DRAKE, OF SAME PLACE, AND JAMES G. OWEN, OF LOUISVILLE, KENTUCKY.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **147,593**, dated February 17, 1874; application filed November 1, 1873.

To all whom it may concern:

Be it known that I, WALLER B. BEARD, of the city of Lexington, in the county of Fayette and State of Kentucky, have invented a new and useful Improvement in Couplings for Railroad-Cars; and I 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 drawings forming part of this specification.

This invention relates to improvements in couplings for railroad-cars; and it consists in the devices hereinafter more fully described. The object of this my invention is to provide a coupling that is self-acting, in order to prevent danger to the operator in coupling the cars.

Figure 1 is a perspective view of the device, showing the coupling with the link, and also the levers on the front of the car. Fig. 2 is a sectional view, showing the interior arrangement of the several parts. Fig. 3 is a flat view of the coupling-link, showing the slot-opening in the center.

In the drawing, A is the coupling-box, which may be made either of cast or wrought iron, and in form as shown in the drawings. B is the catch that holds the coupling-link. This coupling-catch is made curved, and works up and down in a mortise in the draw-head A. It has a central slot for the end of the lever C to enter and operate. It has also a curved slot on each side, through which a pin or bolt passes to hold it in the mortise in the box, and prevent its movement too far either up or down. The lower end of this catch is made with a point, *a*, projecting below the shoulder *b*, or upper catch, so as to enter and pass

down through the slot-opening in the link, and rest against the shoulder *b*¹ of the box, as shown in the drawing, in order to give additional support to the catch-pawl, while the shoulder part is made to rest on the link, and act as an additional catch against the shoulder *b*² on the top of said link. This last-named catch-pawl is kept in its place by means of a pin through the box, which works in a slot in the top part of the catch. C is the lever by which the catch is operated. D is the lever extending up the end of the car, and E E are the levers for uncoupling the cars from the platform, all of which are made of iron, and in form as shown in the drawing. G is the coupling-link, which is made with a slot-opening in the center, and with shoulders *b*² on one side at the ends of the opening, in order to prevent the necessity of raising the link in uncoupling the cars, which opening is intended to be used as a link to couple cars having the old style of couplings.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination, with the draw-head A, having shoulder *b*¹, and the link G, having shoulders *b*², of the curved and slotted coupling-catch B, having shoulder *b* and extended point *a*, and the levers C, D, and E E, all constructed to operate substantially as and for the purposes set forth.

The above specification of my invention signed by me this 24th day of October, 1873.

WALLER B. BEARD.

Witnesses:

WILL. B. BOIES,
JOHN DRESSSEL.