

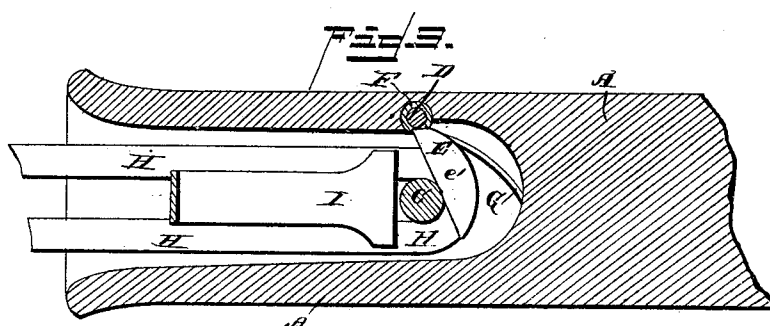
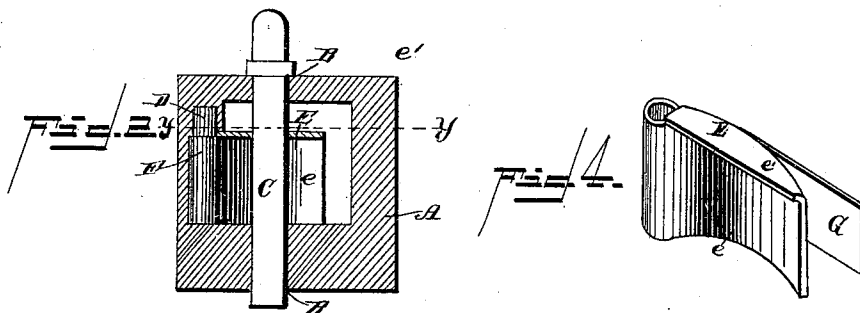
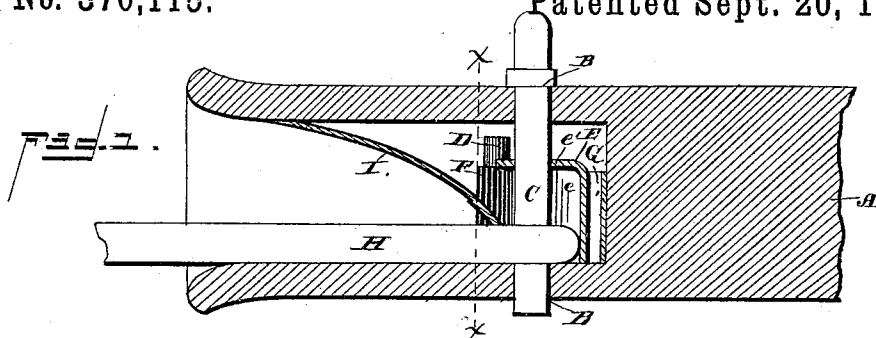
(No Model.)

B. M. BENNETT.

CAR COUPLING.

No. 370,115.

Patented Sept. 20, 1887.



Witnesses

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UNITED STATES PATENT OFFICE.

BAZEL MANSFIELD BENNETT, OF CASKEY, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 370,115, dated September 20, 1887.

Application filed July 19, 1887. Serial No. 244,750. (No model.)

To all whom it may concern:

Be it known that I, BAZEL MANSFIELD BENNETT, a citizen of the United States, residing at Caskey, in the county of Christian and State of Kentucky, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

My invention relates to improvements in car-couplings; and it consists in a certain novel construction and arrangement of parts, fully set forth hereinafter, and specifically pointed out in the claims.

In the accompanying drawings, Figure 1 is longitudinal central section of one of the draw-heads, showing the coupling-link engaged therein. Fig. 2 is a transverse vertical section on the line *xx* of Fig. 1. Fig. 3 is a horizontal longitudinal section on the line *yy* of Fig. 2, showing the spring-actuated supporting-leaf in plan. Fig. 4 is a detail perspective view of the supporting-leaf.

Referring by letter to the drawings, A designates the draw-head, hollow for a great part of its length, and having the usual flared mouth. B B designate vertically-aligned openings in the upper and lower sides of the said draw-head, near the rear end of the hollow portion thereof, to receive the coupling-pin C.

D designates a small post or spindle disposed vertically near one side of the opening in the draw-head, and E represents a pivoted leaf, having the curved vertical portion *e* and the horizontal flat portion or platform *e'*.

F represents a sleeve formed on one edge of the said curved vertical portion, adapted to fit and operate on the vertical post or spindle D.

G represents a spring attached at one end to the rear side of the pivoted leaf and bearing at the other end against the rear end of the opening in the draw-head. The tendency of the spring G is to hold the leaf E pressed forwardly, with the platform *e'* under the upper opening B in the draw-head. Therefore, when the coupling-pin is raised, the edge of the platform *e'* passes thereunder and holds it in the elevated position, and it cannot fall to form a coupling until the said swinging or pivoted leaf is pressed back.

H designates the coupling-link, which is passed into the draw-head, presses against the vertical portion *e* of the pivoted leaf E, and

forces the same back against the action of the spring G. As the horizontal platform projects forwardly, it will be seen that in order to press against the vertical portion *e* of the pivoted leaf the end of the coupling-link must pass under the said platform, and thus when the pivoted leaf is pressed rearwardly the coupling-pin is released and falls through the coupling-link, thus forming the coupling. This action, as will be readily seen, is very rapid and very certain, there being no chance for failure, as all the parts are so constructed as to have little or no lateral play.

I represents a pressure-spring attached at one end to the top of the draw-head within the opening therein, and curved rearwardly and downwardly, so that the rear end thereof presses upon the upper side of the coupling-link when in the draw-head. As the link passes into the draw-head it slides down along the spring I and passes under the rear end thereof, which spring presses the link down firmly on the bottom of the opening of the draw-head and holds the outer end thereof projected horizontally, as clearly shown in the accompanying drawings.

It will be observed that the operating parts of this device are very few and very simple, and there is nothing in the mechanism which is liable to get out of order. As there are no openings in the upper side of the draw-head, except the opening B through which the pin passes, there is no chance of water or dirt getting into the interior of the draw-head and interfering with the operation thereof. The spring G, which actuates the swinging leaf, not only serves the purpose of holding the coupling-pin in the elevated position, but it also serves to break or deaden the shock when a coupling is made. The said spring is made very strong, and consequently resists the pressure of the link, and thus forms a cushion against which the said link can strike. The vertical portion *e* of the pivoted leaf is curved (in plan) to fit the curved end of the coupling-link, and as the opening in the draw-head is only just wide enough to conveniently receive the link, there is no chance of its slipping off the vertical portion of the leaf.

Having thus described my invention, I claim—

1. In a car-coupling, the combination of the

draw-head A, having the openings BB therein, the post or spindle D near one side of the draw-head, leaf E, having a horizontal platform, *e'*, and the sleeve F, to fit and operate on the spindle D, the spring G, attached at one end to the said leaf and bearing at the other end against the rear side of the draw-head and adapted to normally hold the platform *e'* under the upper opening B, the pin C, to pass through the openings B, and the link H, to be engaged thereby, substantially as specified.

2. In a car-coupling, the combination, with the draw-head A, having the vertically-aligned openings BB in the upper and lower sides thereof, of the spindle D in one side of the draw-head, the leaf E, journaled thereon and having the vertical curved portion *e* and the horizontal platform *e'*, and the spring G, to actuate the said leaf, the pin C, to pass into the openings B, and the link H, to bear against the said vertical portion *e*, substantially as specified.

3. In a car-coupling, the combination of the draw-head A, having the openings BB in the upper and lower sides thereof, the spring-actuated pivoted leaf E, having a platform, *e'*, normally held extended under the upper opening B, pin C, adapted to be received in the openings BB, the pressure-spring I, secured to the upper inner side of the draw-head, near the front end, and curved rearwardly and downwardly, and the link H, adapted to pass under the said spring I and be held firmly down thereby, substantially as and for the purpose specified.

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

BAZEL MANSFIELD BENNETT.

Witnesses:

H. W. BREACHITT,
W. P. WINFSER.