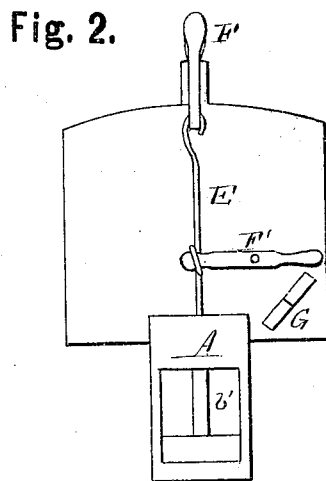
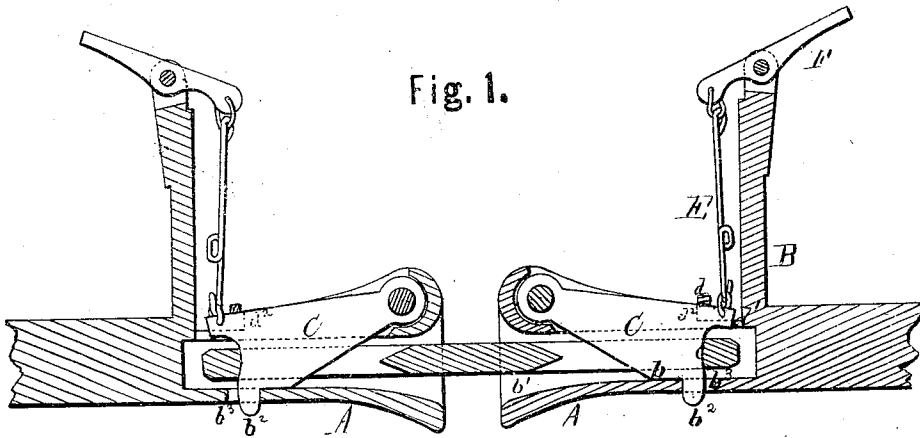


T. A. BANTA.

Improvement in Car-Couplings.

No. 132,619.

Patented Oct. 29, 1872.



WITNESSES.

Geo Ellphau,
D. D. Kane,

INVENTOR.

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UNITED STATES PATENT OFFICE.

TIRAS A. BANTA, OF BLOOMINGTON, INDIANA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 132,619, dated October 29, 1872.

To all whom it may concern:

Be it known that I, TIRAS A. BANTA, of Bloomington, in the county of Monroe and State of Indiana, have invented a new and valuable Improvement in Car-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a vertical longitudinal section of my invention. Fig. 2 is an end view of the same.

My invention has relation to car-couplings, and consists in the construction and novel arrangement of the parts hereinafter more fully described.

Referring to the accompanying drawing, A represents the draw-head, arranged in the usual way; B, the end of the car-platform; C, the improved catch-block, pivoted at its forward end to the draw-head and within a slot cut longitudinally through the top part thereof. The catch-block is of a tapering form, its upper and lower edges diverging toward the rear end. At b is formed a shoulder, which when the block is down rests on the bottom of the cavity b^1 , and at b^2 a stud, which enters a hole at b^3 in the base of the draw-head and gives a bearing for said block against the edge of said hole so as to relieve the pivot of strain. The lower edge of the block being beveled the link works its own way behind it and catches on the concave surface at c . d represents a transverse bar formed on or attached to the catch-block, and arranged so as to project on

either side. When the block is lowered this bar falls into a recess, d^1 , at the rear of the draw-head, close to the shoulder d^2 . The shoulder d^2 forms a bearing to said transverse bar and thus relieves the pivot of much strain. The construction and arrangement of this block are such that should the pivot break the block will still remain in position. Attached to the rear end of the block is a rod or chain, E, which is attached to two levers, F F', the former being pivoted on top of the platform and operated by the foot for uncoupling cars while in rapid motion, and the latter pivoted to the side of the platform or end of the car and operated by hand. This lever is used for raising the block when it is desired to retain it raised, so as to enable the cars to run together without coupling—as when backing in depots, on switches, and the like. The lever F' engages with a rack, G, which holds it in position. The lever F' may be extended so as to project on either side of the car.

What I claim as my invention, and desire to secure by Letters Patent, is—

The improved coupling-block C, having the stud b^2 , shoulder b , and transverse bar d , pivoted to the draw-head A, provided with the recesses d^1 and hole b^3 , substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

TIRAS A. BANTA.

Attest:

MORTON C. HUNTER,
MARTIN L. SNODGRASS.