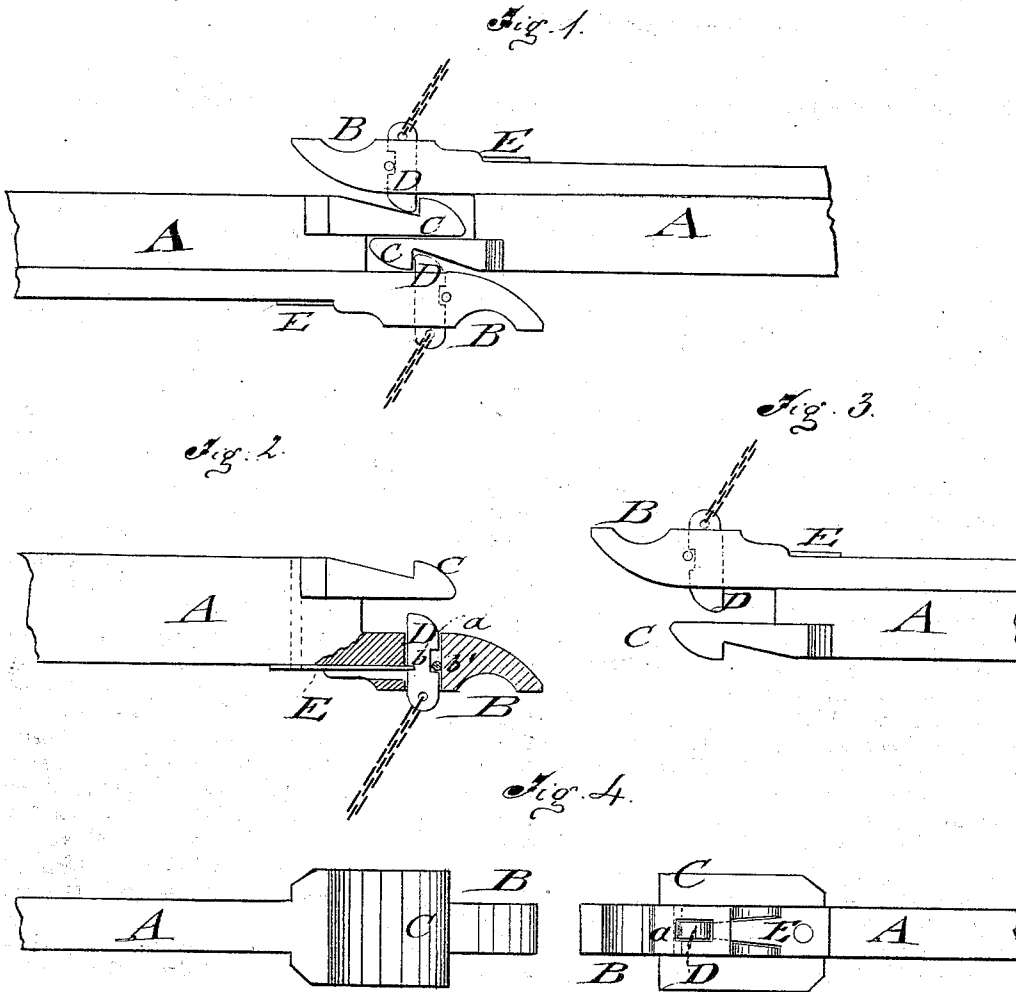


R. HEMENWAY.
Car-Couplings.

No. 147,838.

Patented Feb. 24, 1874.



WITNESSES.

Chas. Nida
Sidgwick

INVENTOR.

R. Hemenway
BY *Munn*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

RANSOM HEMENWAY, OF NEW CASSEL, WISCONSIN.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **147,838**, dated February 24, 1874; application filed January 5, 1874.

To all whom it may concern:

Be it known that I, RANSOM HEMENWAY, of New Cassel, in the county of Fond du Lac and State of Wisconsin, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view of my improved car-coupling, showing the draw-heads of two cars interlocking. Figs. 2 and 3, respectively, are top views of the draw-heads separated from each other, one being partly in horizontal section to show sliding spring-catch; and Fig. 4 is a side view of my coupling detached.

Similar letters of reference indicate corresponding parts.

My invention relates to automatic double-acting car-couplings, which may be easily uncoupled from the top of box-cars, and used upon all kinds of cars having platforms of the same or different heights. My invention consists of a draw-bar at each end of the car, which is provided at one side with a strong outwardly-curved part, having a laterally-sliding spring-catch, and at the other side with a broad vertical hook, which enters into the recess between the curved part and hook of the draw-head of the adjoining car by pressing the spring-catch sidewise. The spring-catch locks over the hook after the entrance of the same into the recess. As both draw-heads interlock with each other, a double coupling is obtained.

In the drawing, A represents the draw-head, which is applied to both ends of the car. Each draw-head A is provided with a strong outwardly-curved part, B, at one side, and a hook, C, applied at the opposite side. Part B extends forward at greater length than hook C, and forms a recess with the same, so that the hook C of the draw-head of the car to be coupled can slide along the curved surface of part B, and pass thereby into the recess provided for it. Each part B is arranged with a central lateral slot, *a*, in which the catch D slides, so as to project into the recess between part B and hook C. The inward-projecting end of

catch D is curved at the outer side, so as to allow the easier passage of the similarly-curved head of the connecting-hook. The outer end of catch D is connected, by a chain or rope, to a treadle-wheel or other device on the platform or top of the car, by which the catches are withdrawn for uncoupling the cars. A strong band-spring, E, is firmly bolted to the outer side of part B, and passes through a longitudinal recess of the same into a recess of catch D, pressing it thereby toward the inside of the draw-head. The opposite side of catch D is also recessed at *b*, defining, in connection with the stop-pin *b'* of slot *a*, Fig. 2, the extent of sliding motion, and preventing also the detaching of catch D from part B during uncoupling.

When the cars are approaching each other for coupling, the hooks C are passing along the curved parts B, pressing the spring-catches D back in the slots till the hooks have entered far enough into the recesses of the draw-heads for the catches D to spring forward and lock into hooks C, forming a double coupling of the cars. The hooks C are made broader than the draw-heads projecting above and below the same, so that cars with platforms of different height may be coupled safely together without detaching.

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

1. The combination of the draw-heads A A, each provided with hook C and curved part B, having the vertically-sliding catch D and spring E, the parts C B of one draw-bar being turned reversely to those of the other, so that the two will form a double lock, as shown and described.

2. The draw-head provided with outwardly-curved part B at one side and broad hook C at opposite side, forming recesses between them, as described.

RANSOM HEMENWAY.

Witnesses:

J. S. THOMPSON,
A. D. THOMPSON.