

B. ALMONTE.
Car-Couplings.

No. 154,207.

Patented Aug. 18, 1874.

Fig. 1

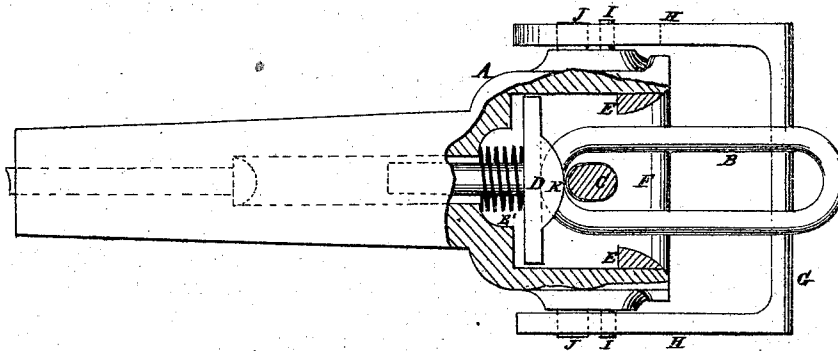
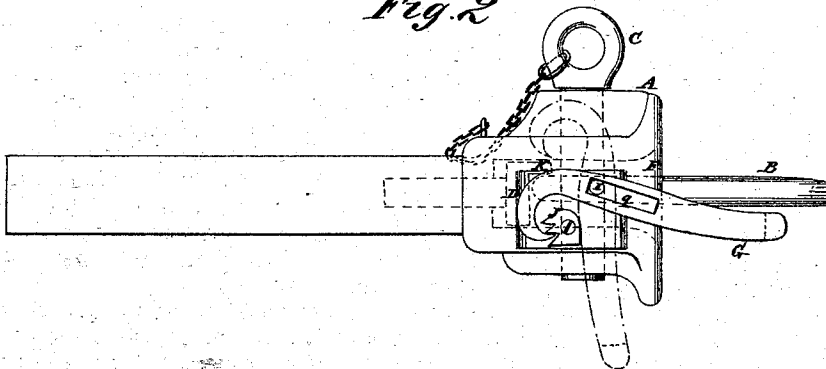


Fig. 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

BERNARD ALMONTE, OF GREAT BARRINGTON, MASSACHUSETTS.

IMPROVEMENT IN CAR-COUPINGS.

Specification forming part of Letters Patent No. **154,207**, dated August 18, 1874; application filed June 6, 1874.

To all whom it may concern:

Be it known that I, BERNARD ALMONTE, of Great Barrington, in the county of Berkshire and State of Massachusetts, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification:

The invention will first be fully described, and then pointed out in the claim.

Figure 1 is a top view, having parts of the coupling broken away to show the construction. Fig. 2 is a side view.

Similar letters of reference indicate corresponding parts.

A is the draw-head. B is the coupling-link. C is the coupling-pin; D, the elastic bumper, against which the end of the link impinges when the cars come together. This bumper is forced forward against the stops E E when the cars are uncoupled by the spring E'. F is the mouth of the draw-head. In ordinary couplings the link hangs down and has to be supported by hand in coupling the cars.

My improvement is in the bail G, by means of which the link is supported at any desired height, usually in a horizontal position, but higher or lower, according to the height of the opposing draw-head or car. This bail or supporter is confined to the draw-head by means of a slot, g, in each of the arms H H and pins I I in the sides of the draw-head. The arms H H are hook-shaped at their back ends, and the bail or supporter is adjusted to the desired height by means of the ratchet-blocks J J on the two sides of the draw-head, with

which the hooks engage, as seen in Fig. 2. When the link is supported, as seen in the drawing, the cars will couple automatically. Previous to coupling, the pin is drawn up and is supported on the lip K of the bumper. When the cars come together, the bumper is pushed back by the link, which allows the pin to drop. At the same time the bail or supporter G is pushed back on the pins I I, which disengages the hooks from the ratchet-blocks J J, and thus allows the ratchet-blocks to drop to nearly a vertical position, as seen in dotted lines in Fig. 2. The bail, when disengaged from the ratchet-blocks, is supported by the pins I I until it is again raised for the adjustment of the link. This arrangement obviates the necessity of going between the cars and risking life and limb in supporting the link by hand in the ordinary manner.

This improvement may be applied to the common car-coupling by simply attaching to the outriders of the draw-head the pins I I and the ratchet-blocks J J, which may be cast on plates and screwed to the draw-head.

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

The pins I I and ratchet-blocks J J, in combination with a link-supporter, G, and the draw-head of a car-coupling, substantially as and for the purposes described.

BERNARD ALMONTE.

Witnesses:

JUSTIN DENNY, Jr.,
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