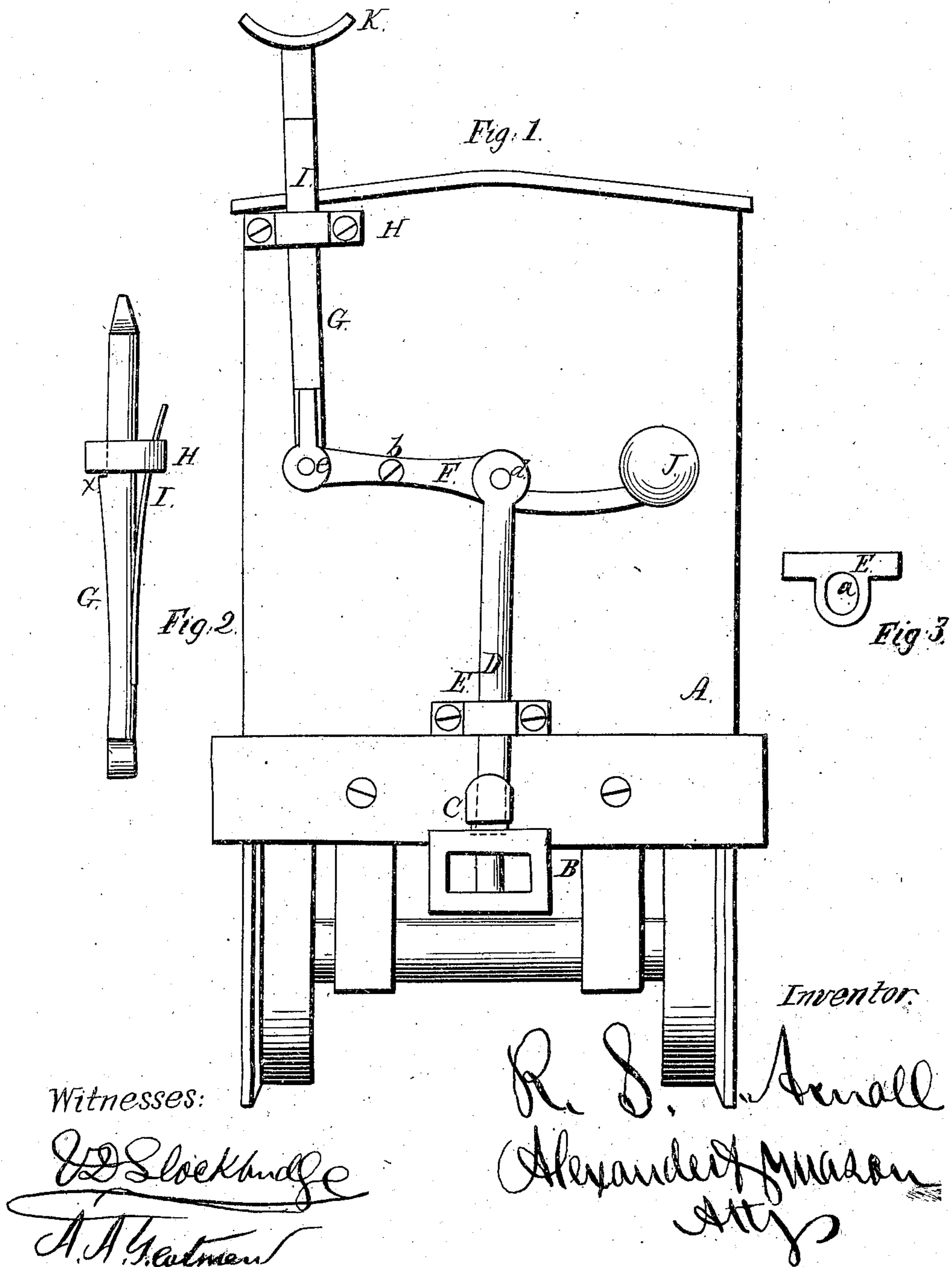


R. S. ARNALL.
CAR COUPLING.

No. 62,803.

Patented Mar. 12, 1867.



Witnesses:

W. S. Lockbridge
A. A. Hartman

Inventor:

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Alexander Mason
Atty

United States Patent Office.

RICHARD S. ARNALL, OF WRIGHT CITY, MISSOURI.

Letters Patent No. 62,803, dated March 12, 1867.

IMPROVED CAR-COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, RICHARD S. ARNALL, of Wright City, in the county of Warren, and in the State of Missouri, have invented certain new and useful improvements in Car-Couplers, and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

In the annexed drawings, making part of this specification, A represents the body of a car, which is supported upon suitable truck, both body and truck being constructed in any of the known and usual ways. B represents the draw-bar and bumper constructed in the usual way and provided with an opening to receive the link, and one to receive the pin. C represents the pin for securing the link, and thus connecting the cars. This pin passes through an opening in an arm on the lower end of the rod or bar D, the head of said pin catching upon the sides of the opening in the arm to prevent its passing down only to its head. D represents a rod, which passes up toward the top of the car body, passing through an elongated opening, *a*, in the box E. The box E is secured to the car body, and serves to keep the lower end of rod D in proper position. F represents a lever, which is pivoted to the rod D at *d*, and which is provided at one end with a weight, J. This lever is pivoted to the car body at *b*, and at the end opposite the weight to a rod, G, at *e*. G represents a rod, the lower end of which is pivoted to lever F. This rod is provided with a spring, I, and with a shoulder at *x*; said rod, passing through a box, H, which is secured to the car body, projects a short distance above the top of the car. The upper end of rod G is provided with a curved foot-piece, K. The shoulder *x*, when the rod G is pressed down, catches against the under side of box H, and is pressed under said box by the spring I, which is on the opposite side of rod G from shoulder *x*. The weight J, upon the end of lever F, serves to press or bear the rod D down, and with it the pin C, so that it will catch into the link, while the foot pressing upon the upper end of rod G serves to press down said rod G, and thus elevate rod D and raise the pin from the link. When the rod G is pressed down the shoulder *x* serves to keep it down, and thus keep the rod D elevated with the pin out of the link. When it is desired to couple the cars the operator pushes the rod H, so as to release the notch, and let the weight J carry the rod D and pin C down. The object in making an elongated slot or opening, *a*, in box E, is that the rod D may be allowed play in it when the pin is struck on the front side, and thus prevent damage to it.

It will readily be seen that this is not intended as a self-coupler, and does not belong to that class. I am aware of the patent granted to S. Slack, May 10, 1864, hence I disclaim the arrangement of parts used by him, but having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The arrangement of the rod D, with its arm and pin C, and elongated box E, when used in combination with lever F, rod H, shoulder *x*, spring I, and box H, the several parts being constructed and used as and for the purpose specified.

In testimony that I claim the foregoing, I have hereunto set my hand and seal this 19th day of December 1866.

R. S. ARNALL.

Witnesses:

J. M. MASON,

C. M. ALEXANDER.