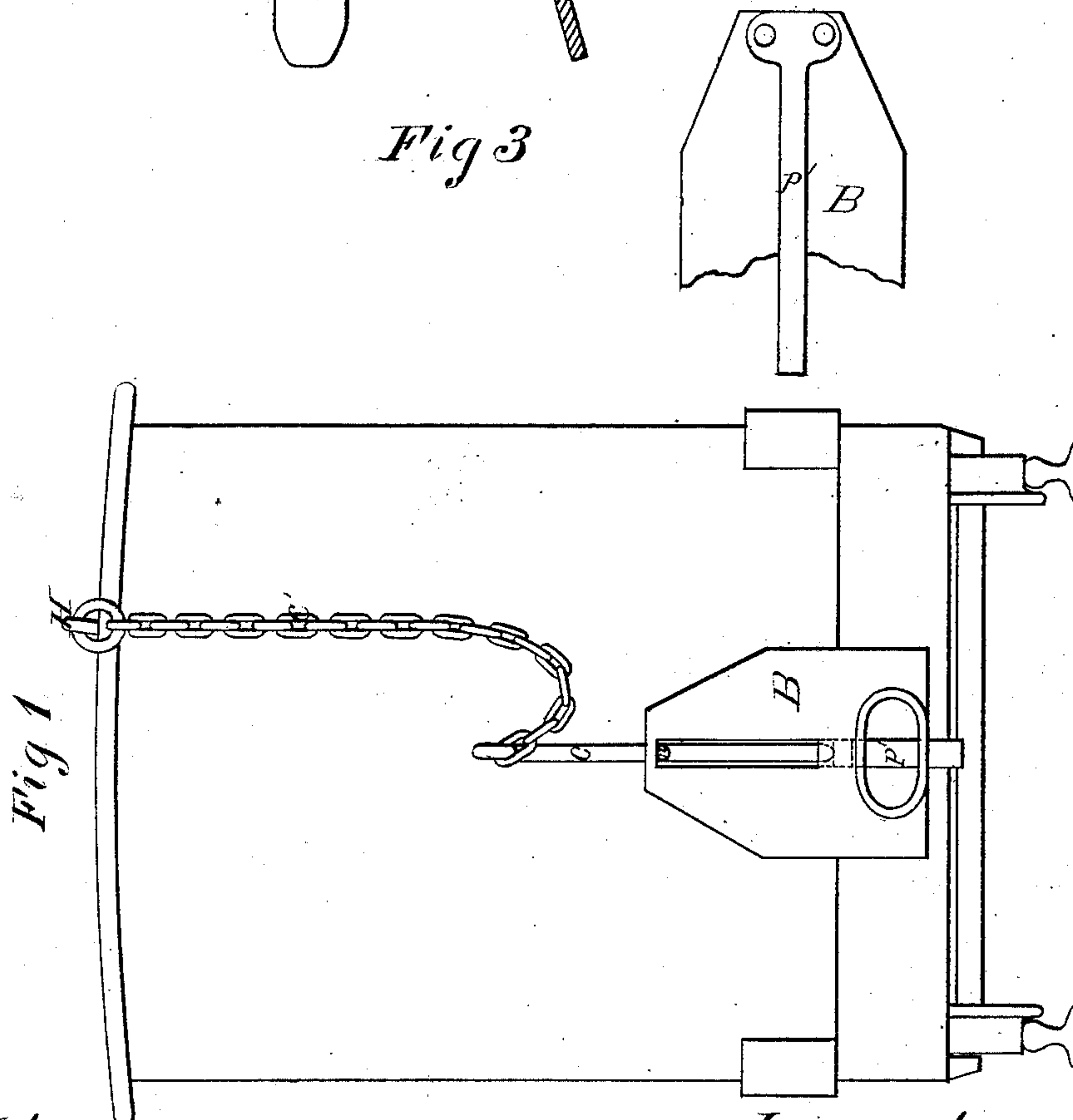
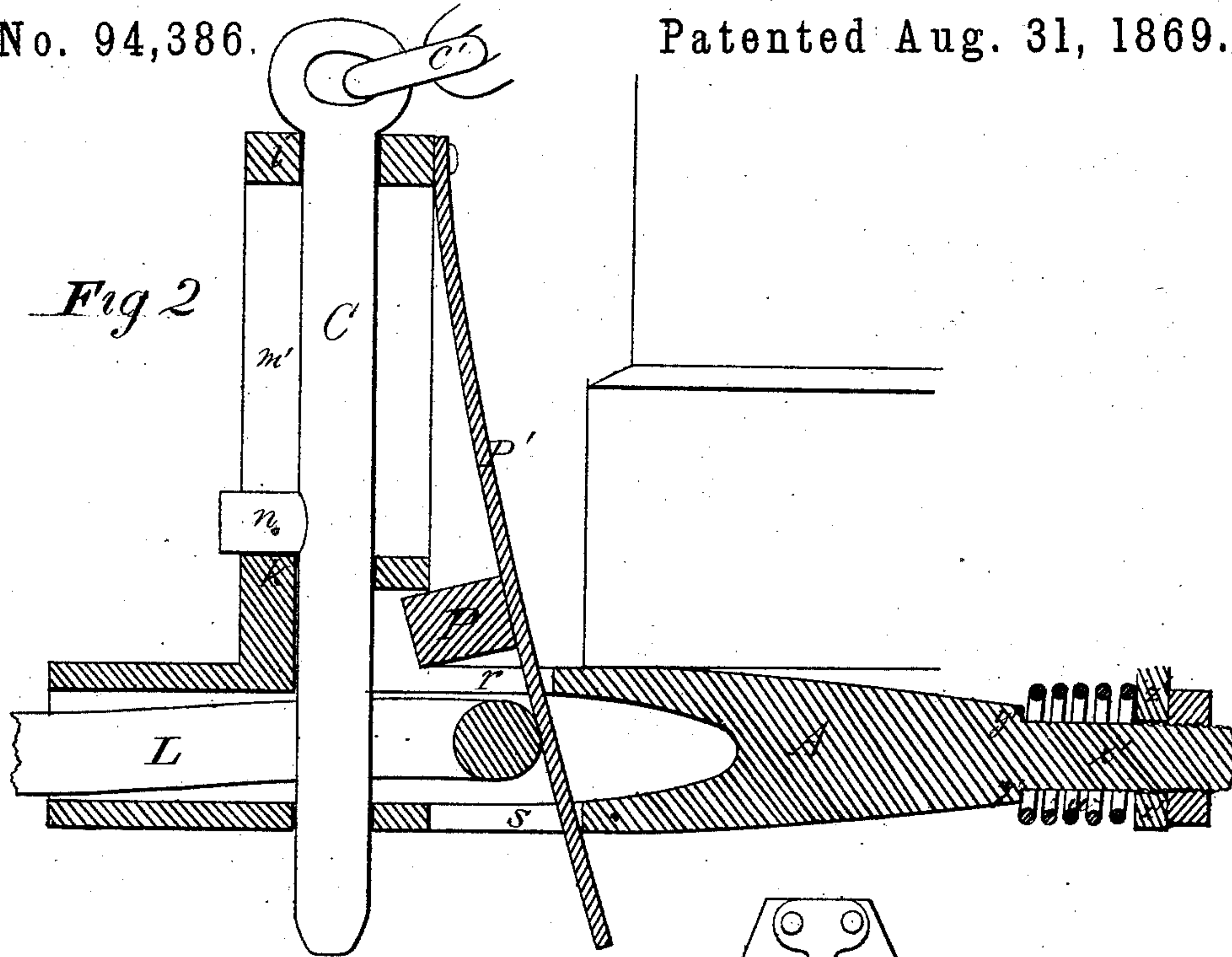


E. A. BOHNE.

Car Coupling.

No. 94,386.

Patented Aug. 31, 1869.



Witnesses  
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# United States Patent Office.

ERNST A. BOHNE, OF BROOKHAVEN, MISSISSIPPI.

Letters Patent No. 94,386, dated August 31, 1869.

## IMPROVED RAILWAY-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, ERNST A. BOHNE, of Brookhaven, in the county of Lawrence, and State of Mississippi, have invented a new and valuable Improvement in Coupling-Devices; 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 drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1, of the drawings, is a front view of my coupling and uncoupling-device.

Figure 2 is a vertical central section through the same.

Figure 3 is a rear view, showing the manner of attaching the spring  $p'$ .

My invention relates to a means for coupling and uncoupling railroad-cars; and consists mainly in the construction and novel arrangement of devices, whereby the impact of the coupling-link in the buffer-head causes the descent of the coupling-pin, which is removed, when uncoupling, by the operator, acting upon the top of the car.

The letter A, of the drawings, designates a buffer-head, having attached to it rigidly, a metal block, B, forming a support for the coupling-pin C.

The block B is slotted in its face, as at  $m'$ , and in this slot slides a stud,  $n$ , formed on the coupling-pin, at about its centre.

The pin is thereby allowed freedom of movement, in the direction of its length, between the points  $i$  and  $k$  of the block B. These parts,  $i$  and  $k$ , are perforated, to allow of the passage of the coupling-pin, which also has a passage through an opening in the bottom of the buffer-head.

A car is uncoupled by pulling a chain,  $c'$ , attached at one end to the head of the coupling-pin, and at the other to a ring, which is secured to a hook, H, in the top of the car.

The coupling-pin is thus drawn up as far as the

stud  $n$  will allow, and entirely past the block P, which, being actuated by its spring  $p'$ , immediately closes the opening at  $k$ , under the foot of the coupling-pin C.

The spring  $p'$  is attached to the rear of the block B, and near the top, and the block P works in an opening in the lower part of the block B.

The coupling-pin C being in the position last described, with its foot resting on the top of the block P, the coupling-operation is thus performed:

The coupling-link L, already attached to the car to be coupled, approaches, and enters the mouth of the buffer-head, passes on into the cavity, pressing back the spring  $p'$ , and causing the block P to pass from under the foot of the pin C, which, now having no support, immediately descends as far as the stud  $n$  will allow, coupling the cars.

The movement of the spring  $p'$  is limited by the length of the slots  $r$  and  $s$ , in the upper and lower surfaces of the buffer-head, in rear of the block B.

The evil effects of abrupt concussion are avoided by introducing, near the rear end of the buffer-head, the coiled spring  $w$ .

This spring is coiled around the cylindrical elongation,  $x'$ , of the buffer-head, and works between the shoulder  $y'$  of the same, and the support  $z'$ , attached to the under part of the car-frame.

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

The coupler herein described, having buffer-head A, slotted block B, spring  $p'$ , with block P, chain  $c'$ , hook H, pin C, with stud  $n$ , and helical spring  $w$ , constructed and arranged substantially as specified.

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

ERNST A. BOHNE.

Witnesses:

K. R. WEBB,

L. R. REDDING.