

C. H. KENDALL.

Car-Couplings.

No. 134,676.

Patented Jan. 7, 1873.

Fig. 2.

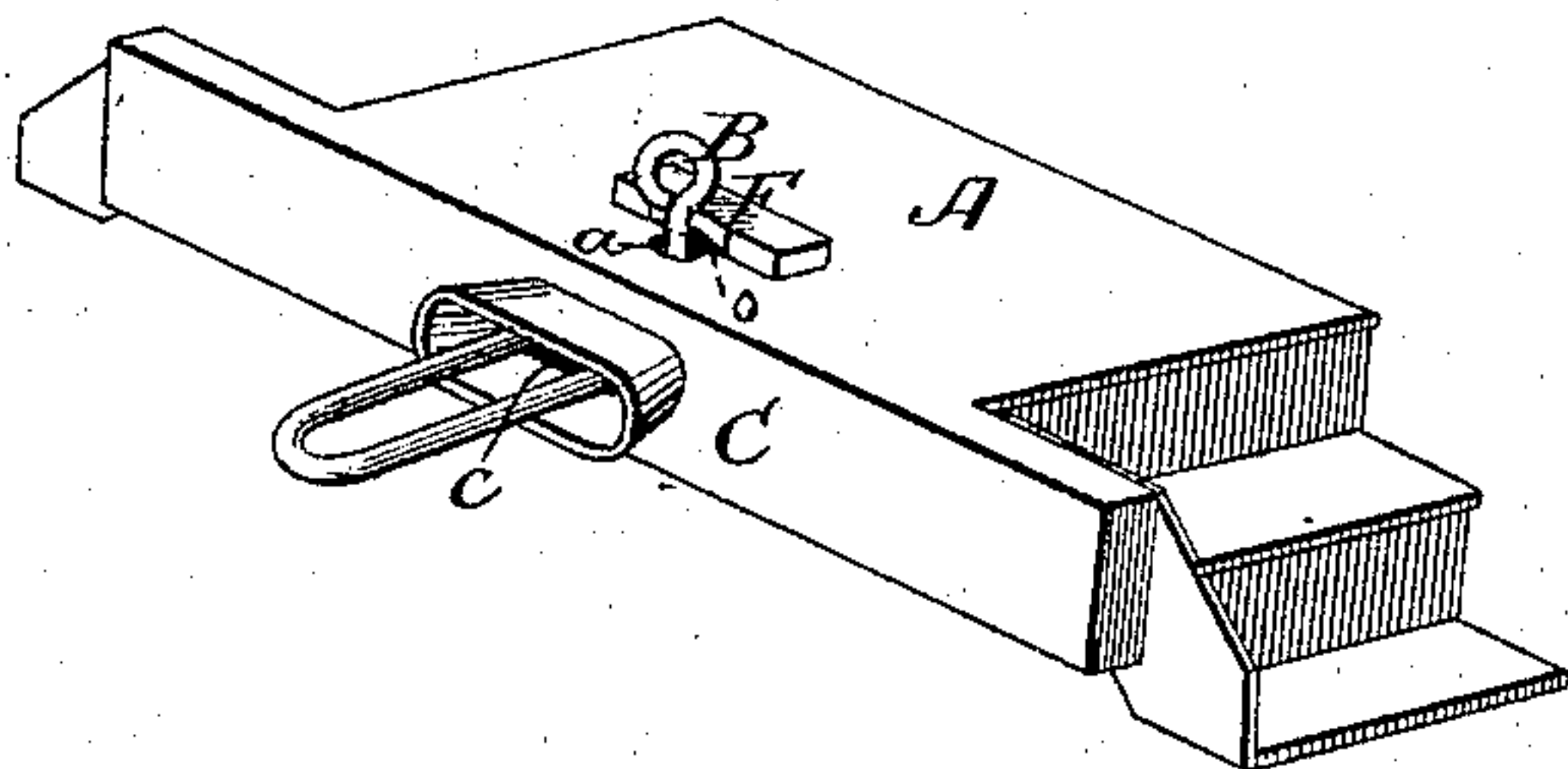


Fig. 3.

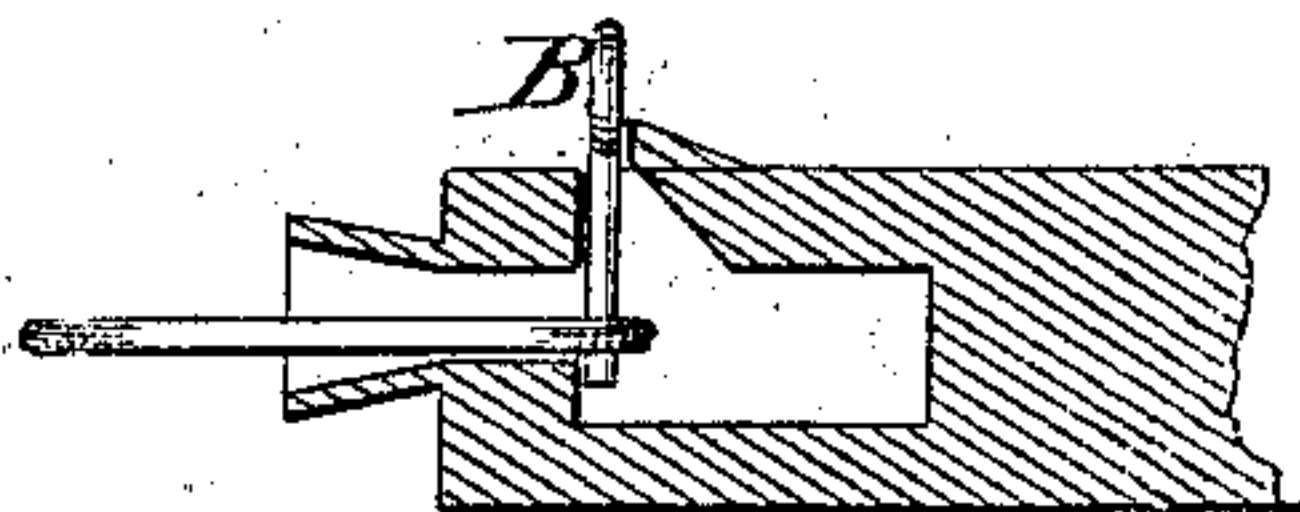


Fig. 4.

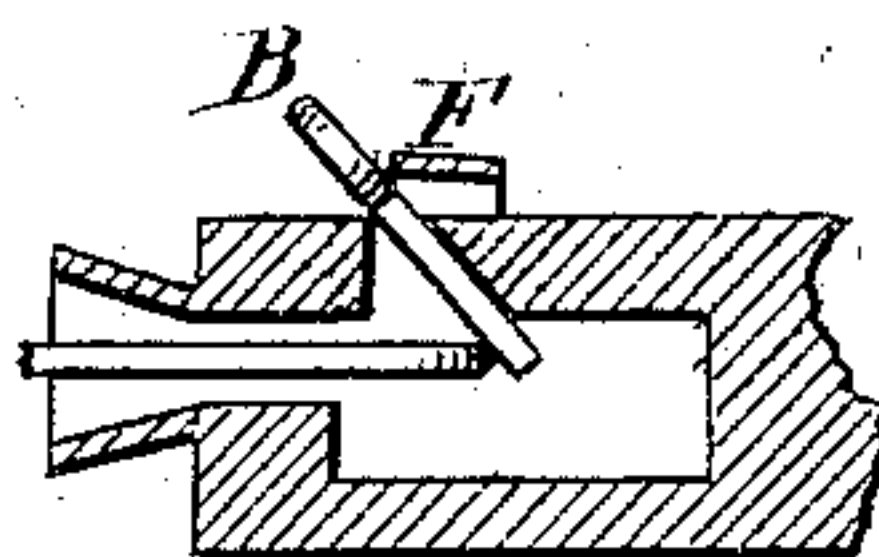
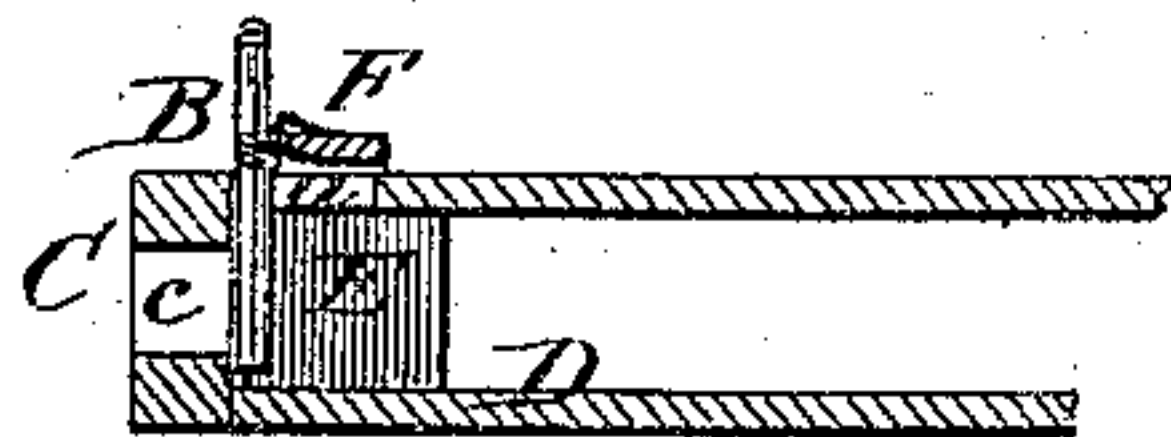


Fig. 1.



Witnesses,  
C. F. Brown.  
O. M. Ellsworth.

Inventor-  
C. H. Kendall.  
by his Attys.  
Hill & Ellsworth.

# UNITED STATES PATENT OFFICE.

CHARLES H. KENDALL, OF McCONNELLSBURG, PENNSYLVANIA.

## IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 134,676, dated January 7, 1873.

*To all whom it may concern:*

Be it known that I, CHARLES H. KENDALL, of McConnellsburg, in the county of Fulton and State of Pennsylvania, have invented a new and Improved Car-Coupling; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figures 1, 3, and 4 are sectional elevations of different modifications of my invention; and Fig. 2 is a perspective view.

Similar letters of reference in the accompanying drawing indicate the same parts.

This invention belongs to that class of car-couplings in which the coupling is effected by means of a swinging device that is first forced backward by the impact of the connecting-link against its front side, and then falls forward within the link. The invention consists in the arrangement of a pin hanging in a groove in the platform of a car with an inclined guard placed over such groove to prevent the pin from turning, and at the same time to allow it to swing first backward when struck by the link, and then forward within the link.

In the drawing, A is the platform of a car; *a*, a groove made transversely of the same; B, the pin, hanging crosswise of such groove, and extending below the platform to near the bottom of a chamber formed by means of the front plate C extending downward from the front edge of the platform, the bottom plate D extending backward from the lower edge of the front plate, and partitions E extending back from the front plate and between the platform and bottom plate. F is an inclined guard placed over the groove *a*. The head of

the pin B rests against the front edge of the guard in the notch *o* fitted to receive it, so that the pin is thereby prevented from turning so as to bring its head lengthwise of the groove, and falling through the same. The inclination of the guard F backward gives room for the pin to swing backward when struck by the end of the link G, entering the groove *c* of the front plate C. The weight of the pin causes it to fall forward to the position shown in Figs. 1 and 3, after the end of the link passes back from beneath it, and thus to confine the link.

The front plate may be furnished with a flaring funnel to facilitate the entrance of the link, as shown in Figs. 2 and 3.

By my construction I am enabled to couple cars readily, and at the same time obviate the necessity of pivoting the connecting-pin to the draw-head, as is frequently done in this class of car-couplings, in which the coupling is effected by means of a swinging device, thereby rendering my coupling cheaper by dispensing with the pivot-pin, and using in lieu of it any ordinary coupling-pin.

Having thus described my invention, what I claim is—

The platform A provided with a transverse slot, *a*, front plate C having a slot, *c*, and bottom plate D, in combination with the inclined guard F having a notch, *o*, and coupling-pin B, all constructed, arranged, and operated as set forth.

To the above specification of my invention I have set my hand this 12th day of July, 1872.

CHARLES HOWARD KENDALL.

Witnesses:

GEORGE SONERS,  
ELIE HAMMILL.