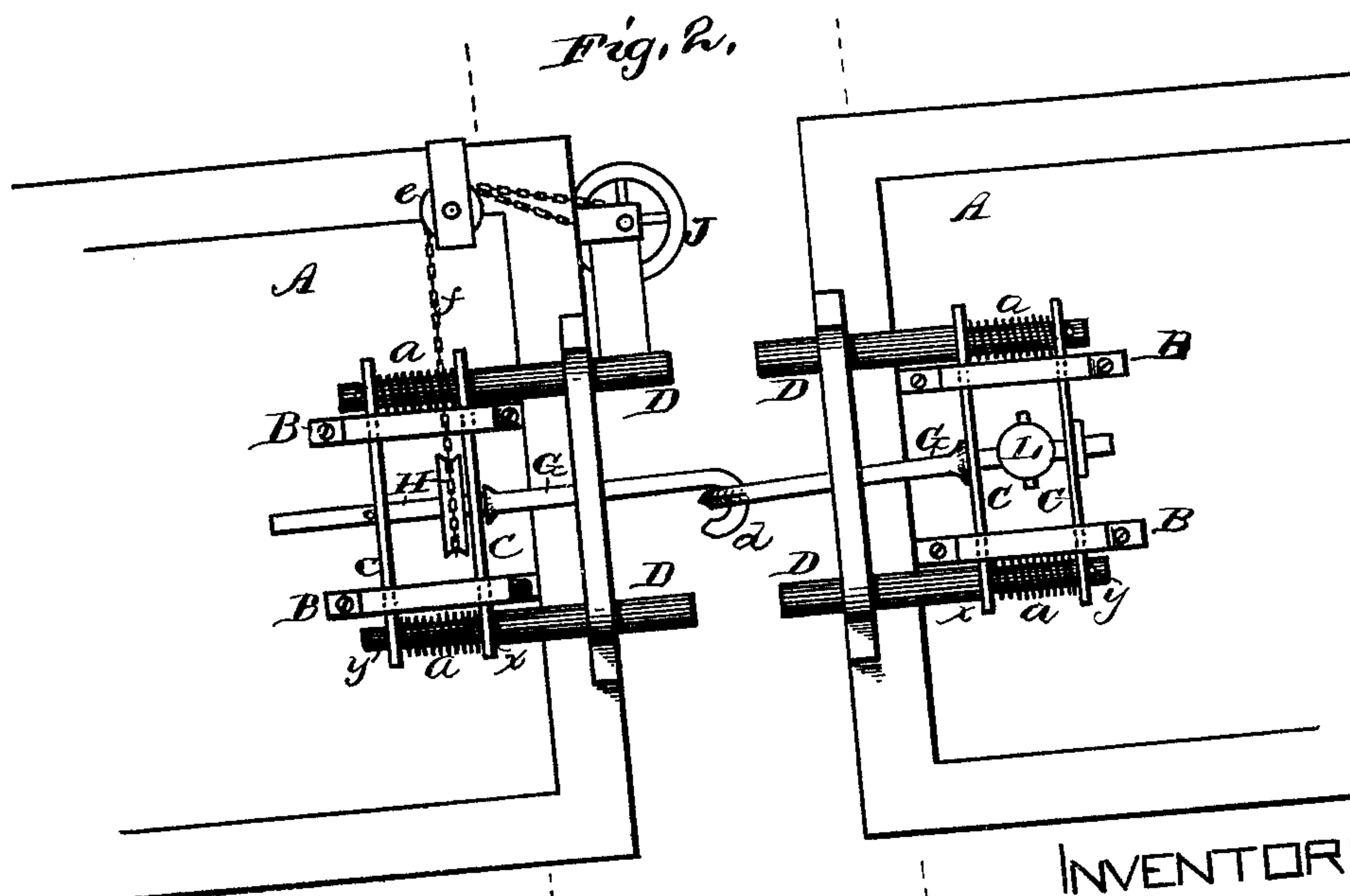
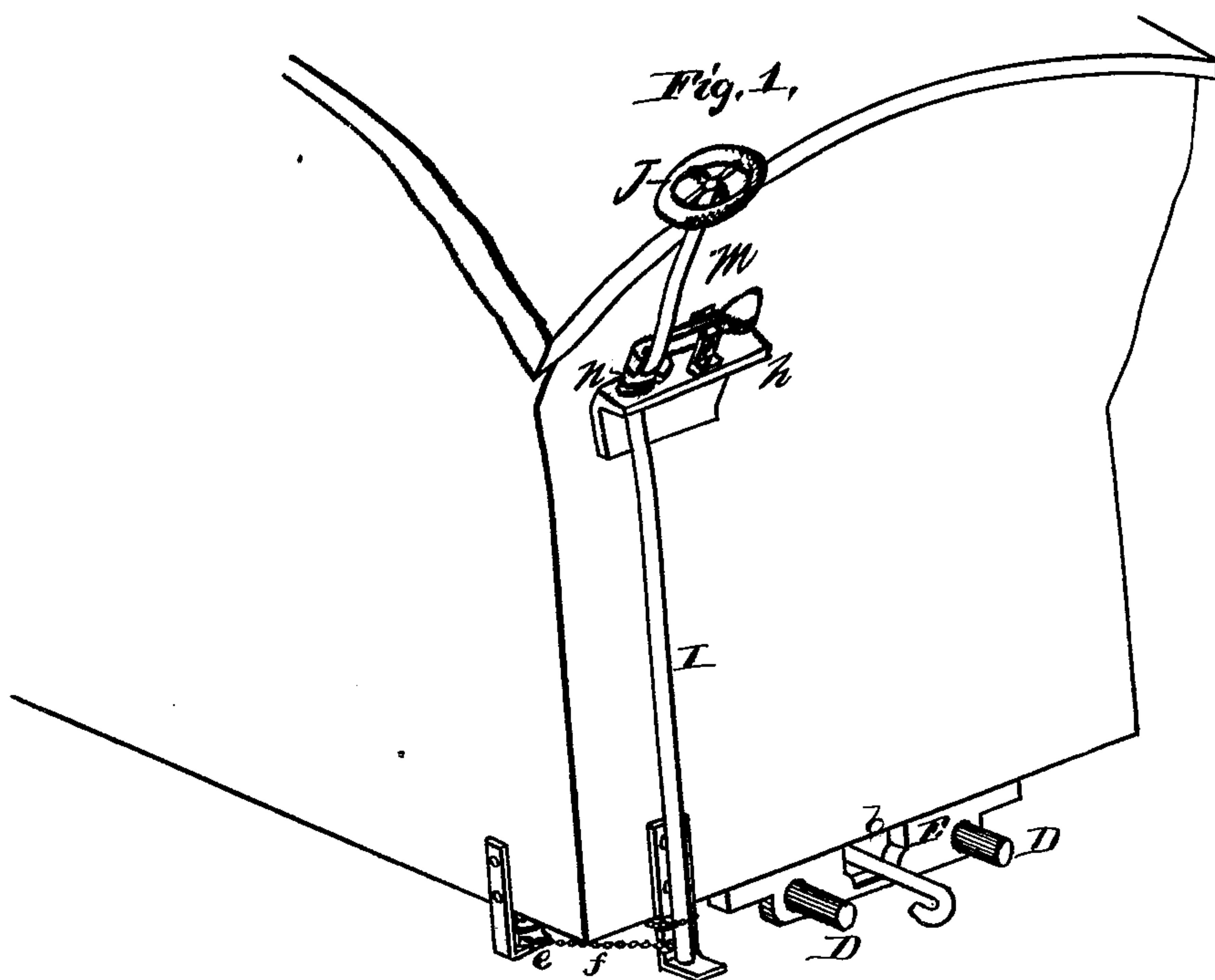


J. BANKS.
CAR-COUPLING.

No. 176,267.

Patented April 18, 1876.



WITNESSES:

Jas. F. Duhamel.
Thomas. Byrne

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PER

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UNITED STATES PATENT OFFICE.

JAMES BANKS, OF PORT BLANCHARD, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **176,267**, dated April 18, 1876; application filed March 10, 1876.

To all whom it may concern:

Be it known that I, JAMES BANKS, of Port Blanchard, in the county of Luzerne and State of Pennsylvania, have invented certain new and useful Improvements in Couplings for Railroad-Cars, of which the following is a specification:

The nature of my invention consists in the construction and arrangement of a car-coupling, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of the end of one car with my coupling attached thereto. Fig. 2 is a bottom view of two cars coupled together. Figs. 3 and 4 are cross-sections of the coupling, and Fig. 5 is a longitudinal section of the same.

A represents part of the frame of a railroad-car, under the bottom of which are secured two parallel guides, B B, and in said guides are placed two sliding plates, C C, as shown. Through the ends of these plates are passed the buffer-bars D D, which are surrounded by spiral springs *a* between the slides. The bars D are formed with shoulders *x*, in front of the front slide, and have pins *y*, or other equivalent devices, on their rear ends, to prevent their being drawn out in front. The front ends of the bumper-bars extend out in front of the car through a face-plate, E, attached thereto. Through an opening, *b*, in the center of said face-plate is passed the coupling-bar G, formed with a hook, *d*, on its outer end, said bar entering the slides C C, in the usual manner. The hook *d* is made diamond-pointed, or sharp, to avoid buffing with the opposite hook; and the rod or bar G is provided with collars, pins, or other suitable devices in front and rear of the buffer-slides. The holes

in said slides for the passage of this bar are made enlarged, so as to allow of its being moved in any direction for a short distance. The shank or bar G, between the slides C, is made flat or square, with a drum or pulley, H, placed thereon for turning the same. To this drum are fastened two chains, *f f*, which are wound on the drum in opposite directions, and then pass around two pulleys, *e e*, near one side of the car, and fastened to the lower end of a vertical shaft, I, that passes up along the end of the car, through a suitable guide-plate, *h*, and has a hand-wheel, J, on its upper end. Above the guide-plate *h* on the shaft I is secured a notched disk, *n*, and on said guide-plate is pivoted a lever or pawl, *m*, to take into the notches on the disk, and thereby hold the shaft from turning.

When the pawl *m* is raised, the shaft I may be turned, and, by means of the chains *e* and drum H, turn the shank or bar G, so as to bring the hook *d* in a horizontal position for coupling with or uncoupling from the opposite hook, which is in a vertical position, it being held in such position by means of a weight, L, suspended from an arm on the bar.

The buffers may be dispensed with, and the buffer-springs placed upon the rods or shanks G.

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

The combination of the buffer-slides C C, rod or bar G, with hook *d*, drum H, chains *f f*, pulleys *e e*, shaft I, with hand-wheel J, and notched disk *n*, and the pawl *m*, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JAMES BANKS.

Witnesses:

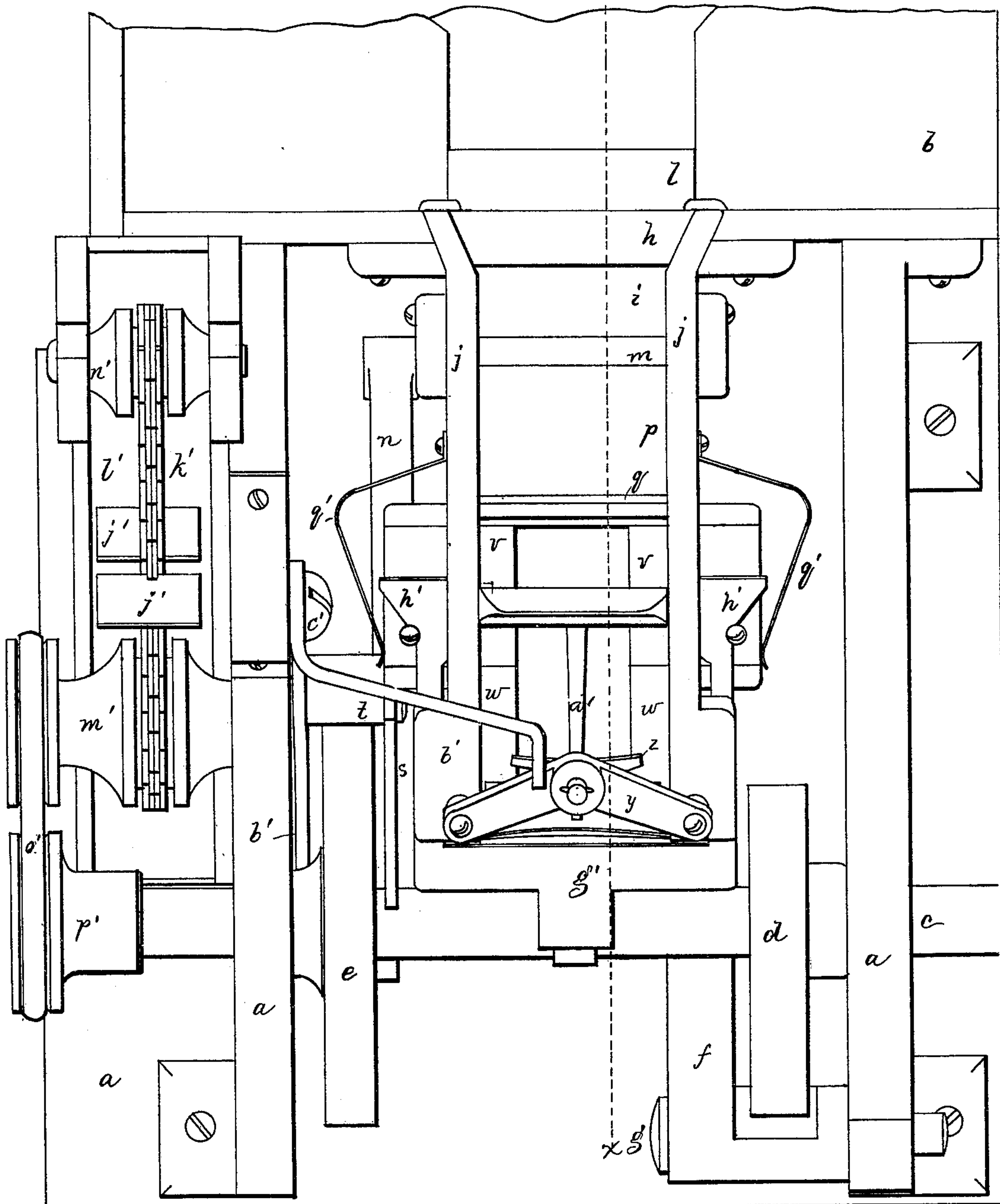
HENRY ARON,
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NAIL SEPARATING MACHINE.

No. 176,268.

Patented April 18, 1876.

Fig. 1.



Witnesses.
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per Henry Gregory Atty