

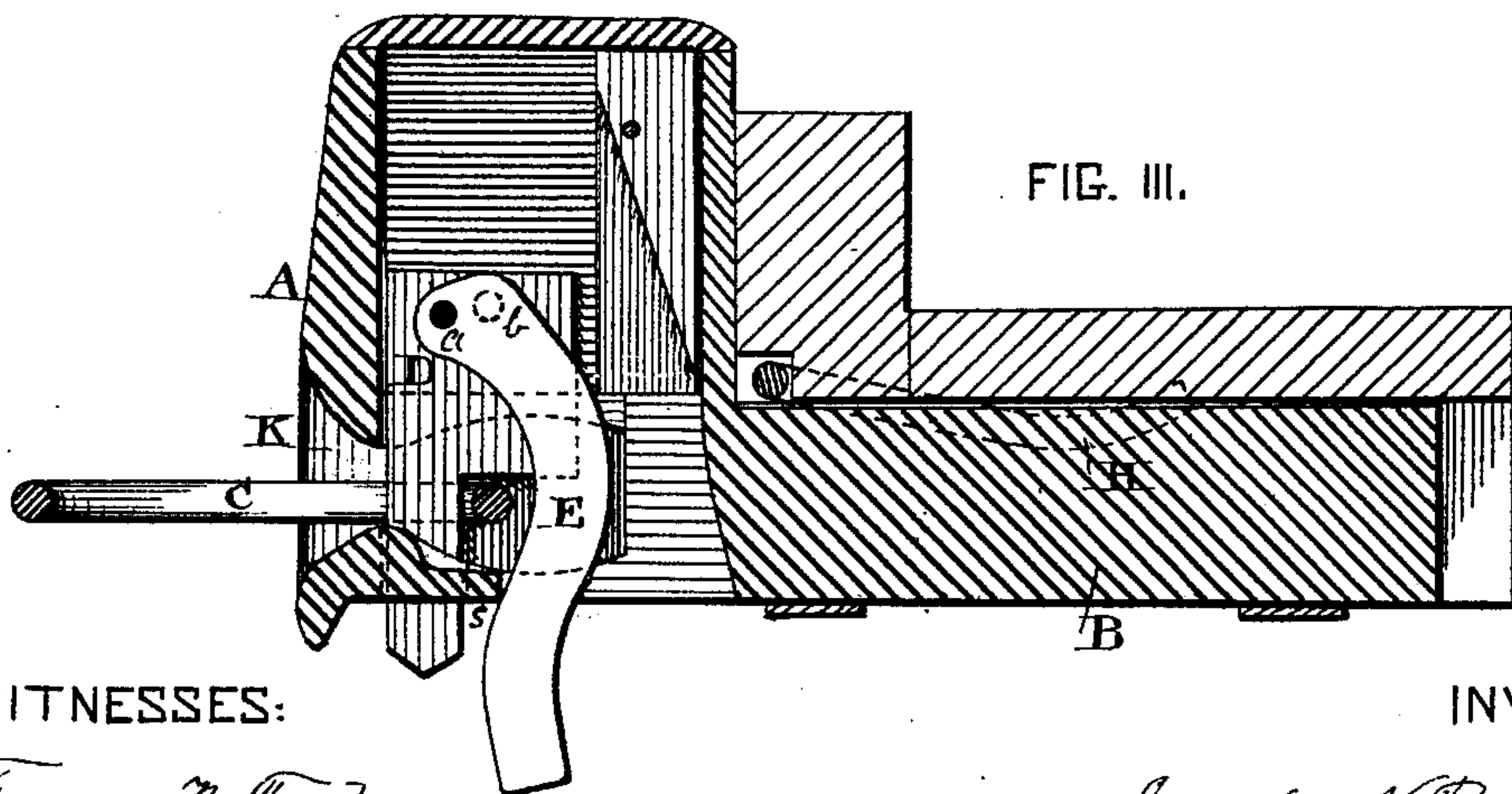
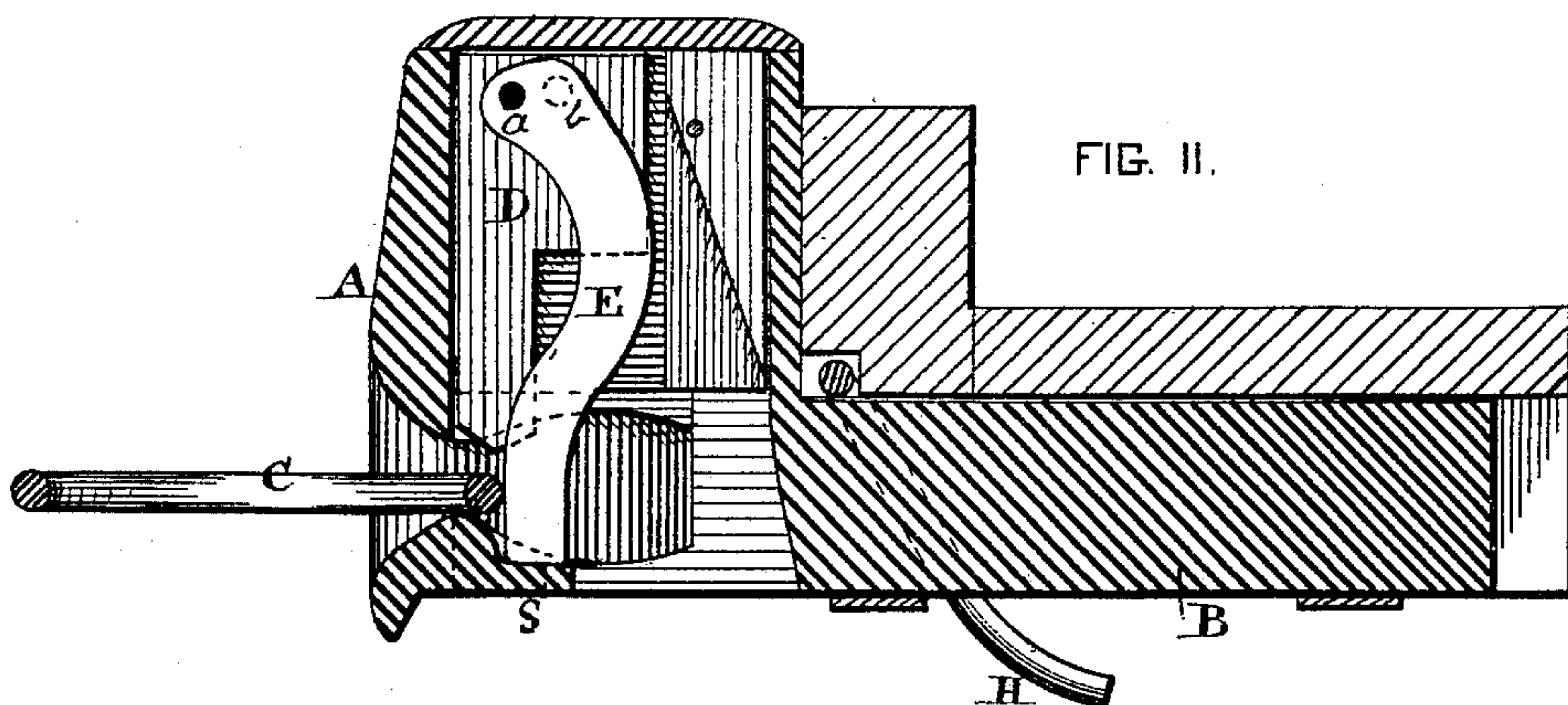
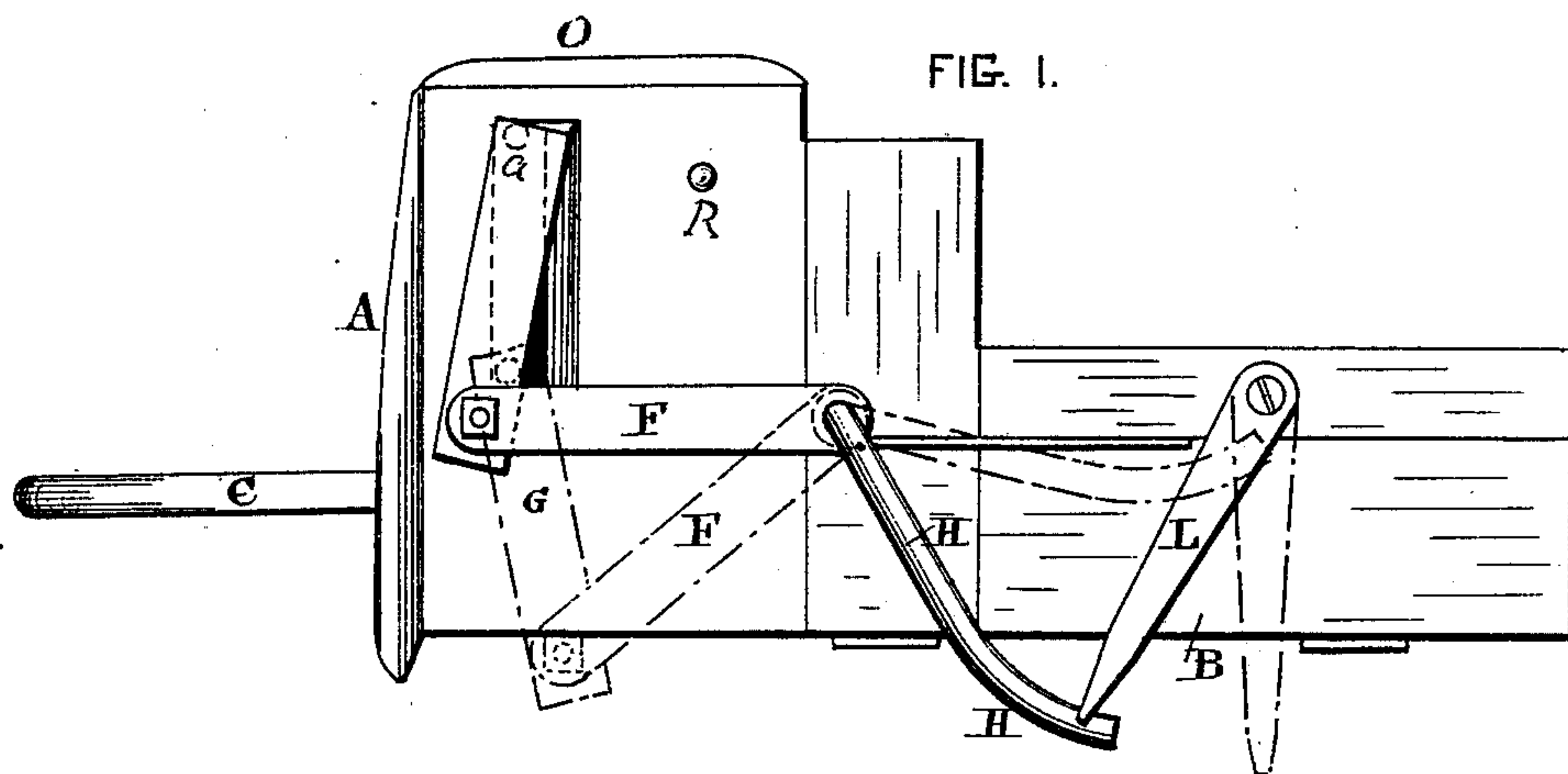
(No Model.)

2 Sheets—Sheet 1.

J. N. BEST.  
Car Coupling.

No. 233,971.

Patented Nov. 2, 1880.



WITNESSES:

*Samuel B. Taylor*  
*Alex. Scott*

INVENTOR:

*Jacob N. Best*  
*by Joseph E. Holmes Atty*

(No Model.)

2 Sheets—Sheet 2.

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FIG. IV.

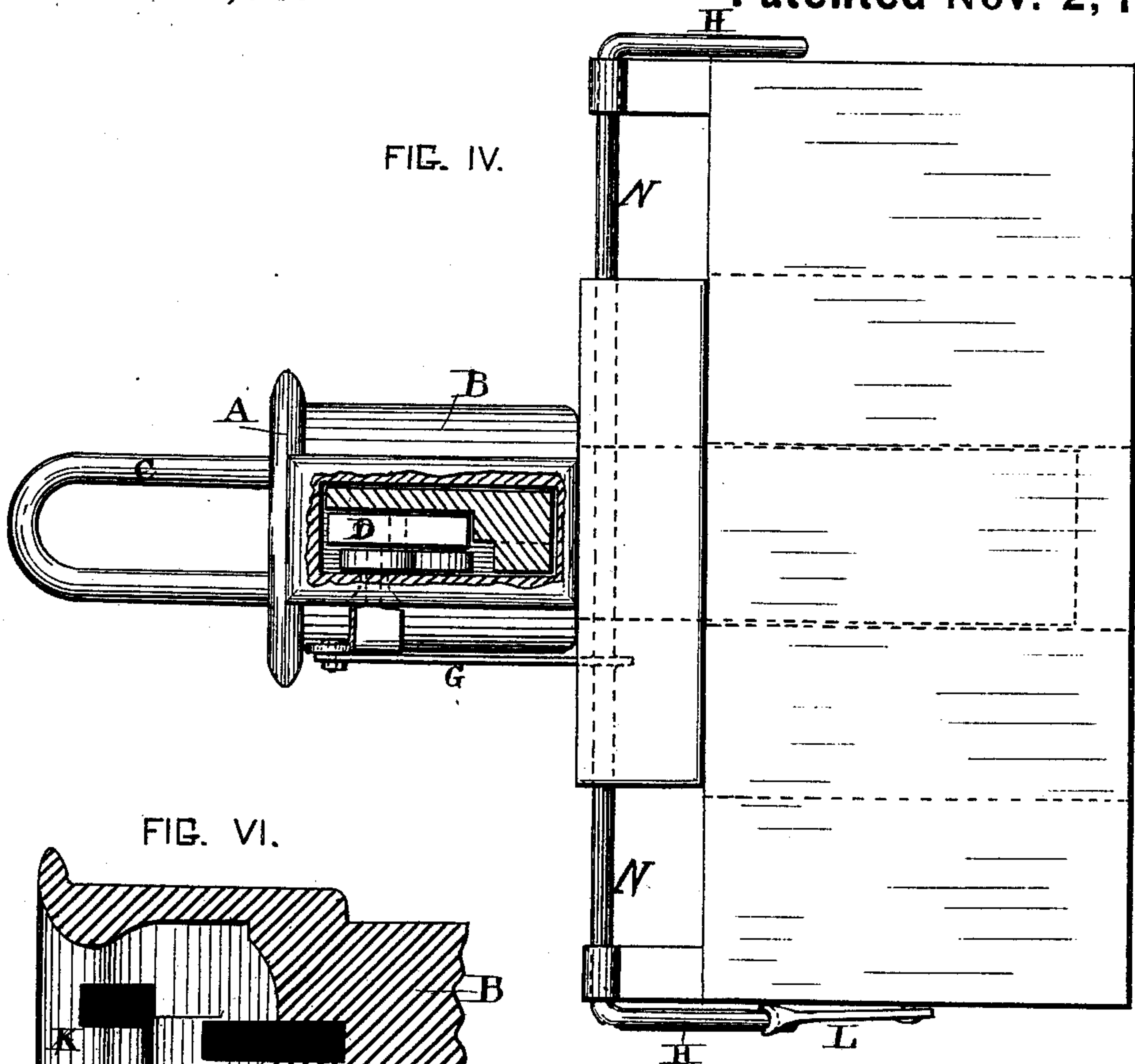


FIG. VI.

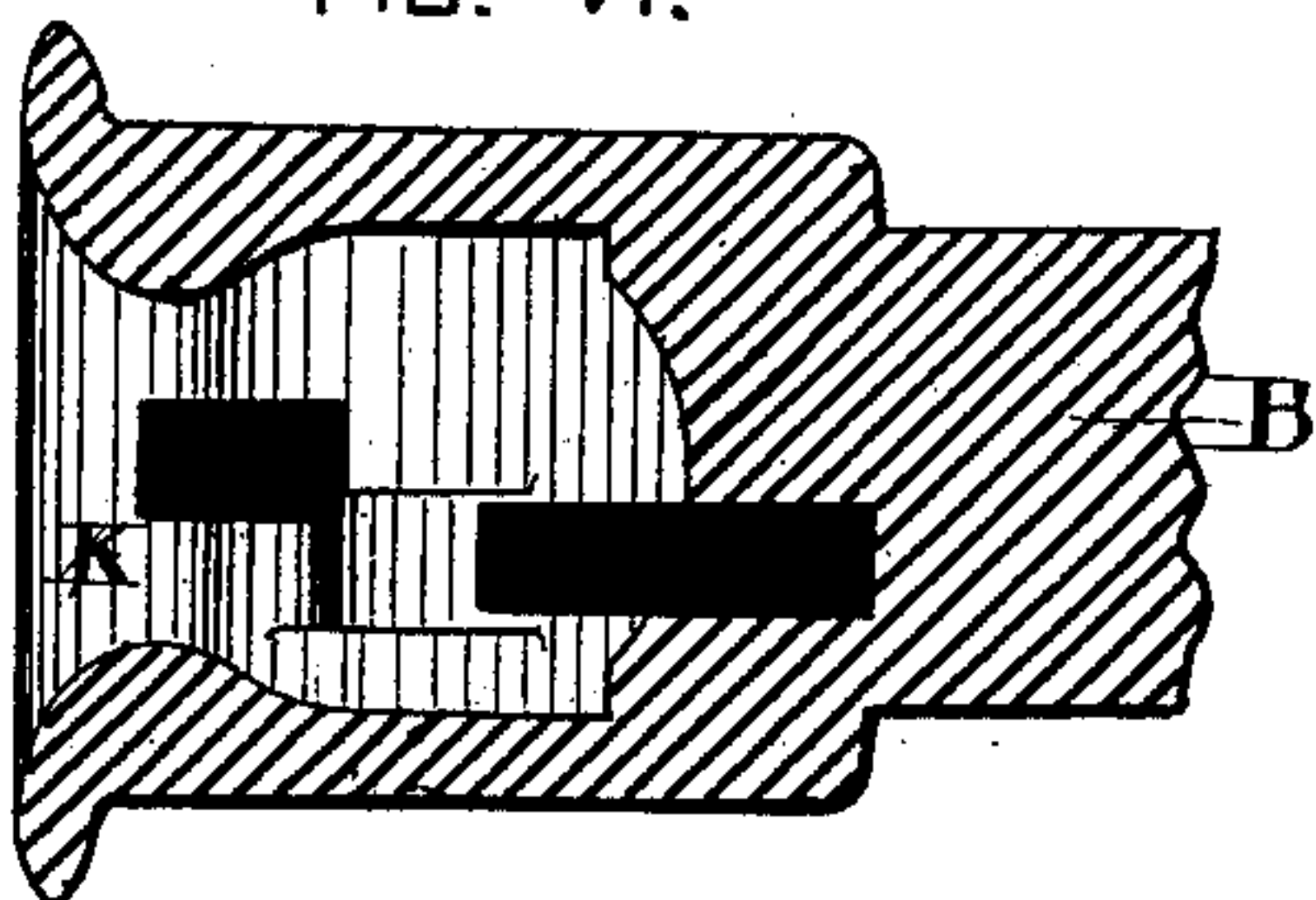
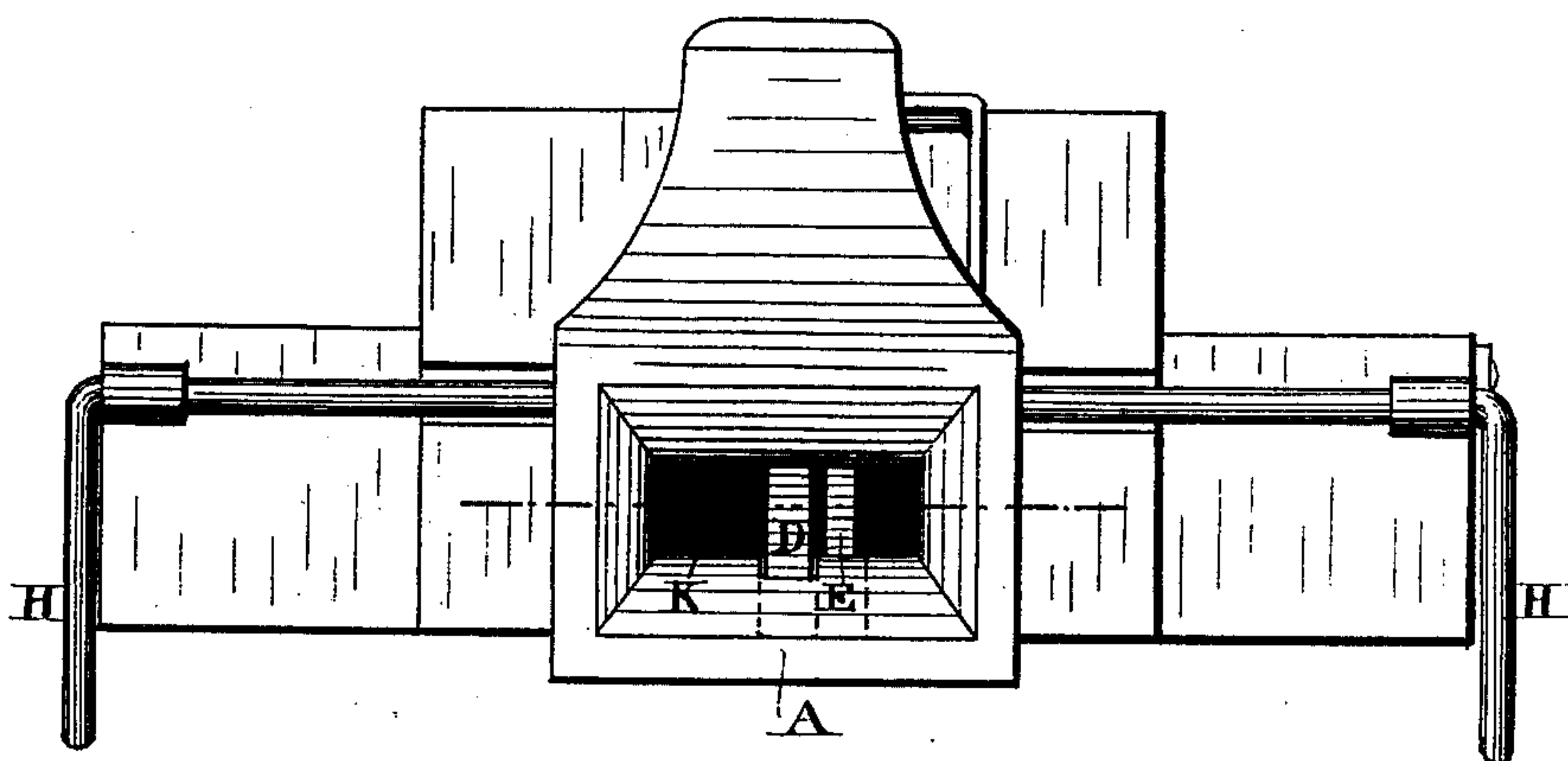


FIG. V.



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# UNITED STATES PATENT OFFICE.

JACOB N. BEST, OF DENVER, COLORADO.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 233,971, dated November 2, 1880.

Application filed June 17, 1880. (No model.) Patented in Canada July 15, 1878.

*To all whom it may concern:*

Be it known that I, JACOB N. BEST, of the city of Denver, in the State of Colorado, have invented new and useful Improvements in Car-Couplings, which improvements are fully set forth in the following specification, reference being had to the accompanying drawings.

My invention relates to certain improved attachments applicable to the ordinary link-and-pin coupling used for connecting two cars together; and the main object of the improved arrangement is to provide for handling the link from the outsides or top of the cars to be coupled without the necessity of going between the cars for any purpose of connecting them.

In order to more fully set forth and describe my invention, reference is to be had to the accompanying drawings, in which—

Figure I is a side elevation, showing the coupling open and ready to receive the coupling-link C. Fig. II is a sectional elevation, showing the position of the prop or tripping-bar E on its step S, with the coupling-pin D elevated to receive the link C. Fig. III is a side elevation with the link C in place, and the tripping-bar removed from its seat S, allowing the coupling-pin D to fall through the link. Fig. IV is a plan view, showing the end portion of a railway-car and the mode of attaching the bumper-head and draw-bar with the shaft, and handles H H, for operating the parts in coupling. Fig. V is a front elevation. Fig. VI is a plan section through the bumper-head.

Like letters represent like parts in all the figures.

In operating this coupling the link is supposed to be in its place, as in Fig. III, with the shoulder of the pin D resting on the link or coupling, and the attendant, by raising or

depressing the lever-handle H, can guide the link into the opening of the opposite buffer.

Fig. II shows the link just entering the bumper, as at K, where the pin is elevated and supported by the prop or tripping-bar E, which rests in a step or seat, S, at the lower part of the bumper-head. The advance of the link pushes this prop from its seat, and the pin falls automatically and certainly through the link, when it is retained by the weight of the various parts or held positively by the hinged brace L.

The shaft N, as in Fig. IV, passes quite across the width of the car, and is firmly connected with the handles H H, and on this shaft the lever F is secured, and is hinged to the tripping-bar and coupling-pin through bar or coupling-plate G. The pin *a*, connecting this bar or connecting-plate with the tripping-bar E, and the pin *b*, connecting the tripping-bar E with the coupling-pin D, shows the leverage given in raising the tripping-bar to throw it forward into its seat S.

At O, as in Fig. I, is a cover, that can be removed by taking out the pin R, when all the parts can be reached for renewal or repairs.

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

The bumper-head, with its various slots and openings, as described, in combination with the coupling-pin D, the prop or tripping-bar E, the hinged lever and connecting-plate F, with the shaft N and handles H H, all operating in the manner and for the purpose specified.

JACOB N. BEST.

Witnesses:

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F. C. FARMER.