

(No Model.)

D. A. & E. H. BENEDICT.
Car Coupling.

No. 243,099.

Patented June 21, 1881.

Fig. 1.

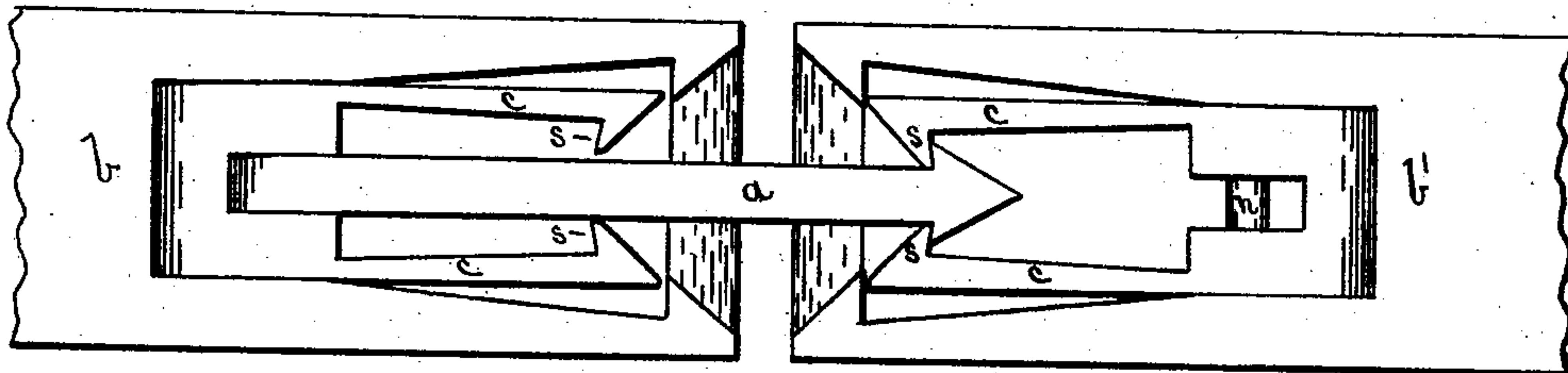


Fig. 2.

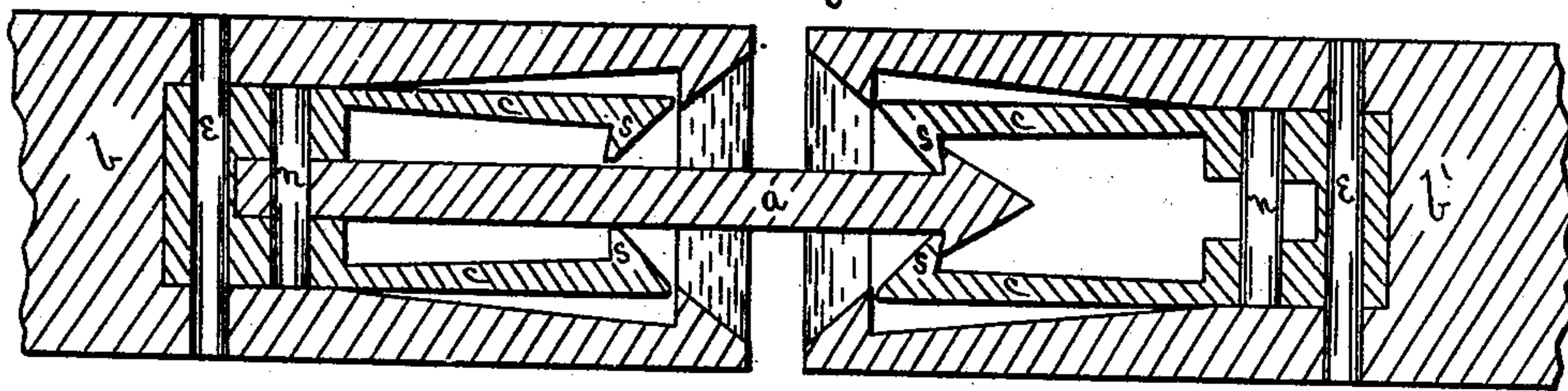
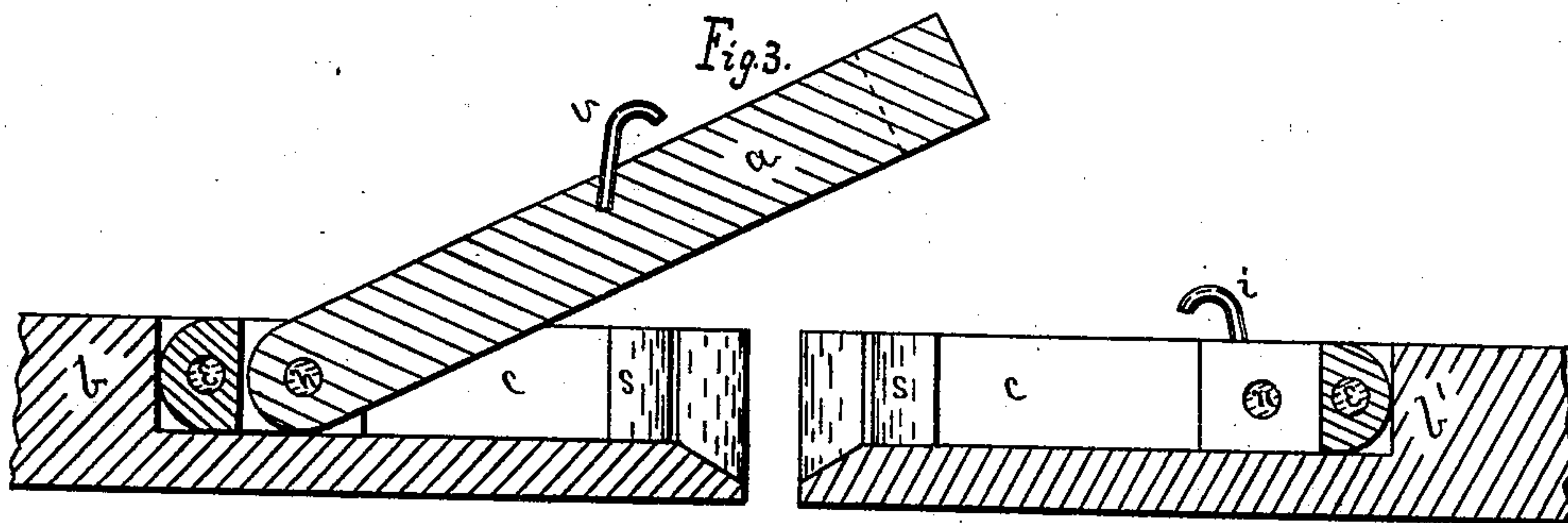


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 243,099, dated June 21, 1881.

Application filed February 9, 1881. (No model.)

To all whom it may concern:

Be it known that we, DANIEL A. BENEDICT and EBENEZER H. BENEDICT, of Braceville, Trumbull County, Ohio, have invented a new and useful Improvement in Car-Couplings, of which the following is a specification.

The nature of our invention is a draw-head having an open top and containing two springs horizontally hinged in the draw-head, and provided with barbs to hold between them an arrow-headed link which connects two draw-heads, the link being hinged on a horizontal pin in one of the draw-heads.

The drawing represents the parts of two connected draw-heads embodying the invention.

Figure 1 is a plan, Fig. 2 is a horizontal section, Fig. 3 is a vertical section, of the draw-heads, and representing the link with its head raised and disconnected from the barbed springs.

The draw-heads *b b'* are similar. They are connected by the arrow-headed link *a*, one end of which is hinged on pin *n* in draw-head *b*. The draw-head is open at the top and contains springs *c c*, which are connected together at the rear end, and are provided at the front end with barbs *s s*. Link *a* is hinged on the horizontal pin *n*, which extends loosely through springs *c c*. Springs *c c* are hinged on the horizontal pin *e*, which extends through the draw-head. The draw-heads are to be attached to cars in the ordinary manner. Link *a* may be hinged to springs *c c* in either draw-head, and is supported horizontally or nearly so on the bottom part of the draw-head.

In the process of coupling cars the head of link *a* enters the open end of draw-head *b'* and forces apart its springs *c c* till the head of the link has passed beyond the barbs *s s* of the springs. The barbs then close behind the head of the link and retain it in draw-head *b'*.

In uncoupling cars either the springs *c c* in draw-head *b'* should be raised above link *a* by turning them on pin *e* by means of handle *i* attached to the springs, or link *a* should be raised above the springs by turning it on its pin *n* by means of handle *v*.

In coupling a locomotive provided with an arrow-headed link to a draw-head containing link *a*, the link *a* should be lifted, as shown in Fig. 3, to allow the link on the locomotive to be connected with the barbed springs *c c* in the draw-head.

In unhinging link *a*, or changing it from one draw-head to another, springs *c c* should be lifted to a perpendicular position, thereby raising pin *n* above the top of the draw-head, so that it may be removed.

We claim as our invention—

In a car-coupling, the draw-head *b*, having an open top, and provided with barbed springs *c c*, hinged on a horizontal pin, *e*, in combination with an arrow-headed link *a*, hinged to springs *c c* on the horizontal pin *n*, substantially as described.

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