

(No Model.)

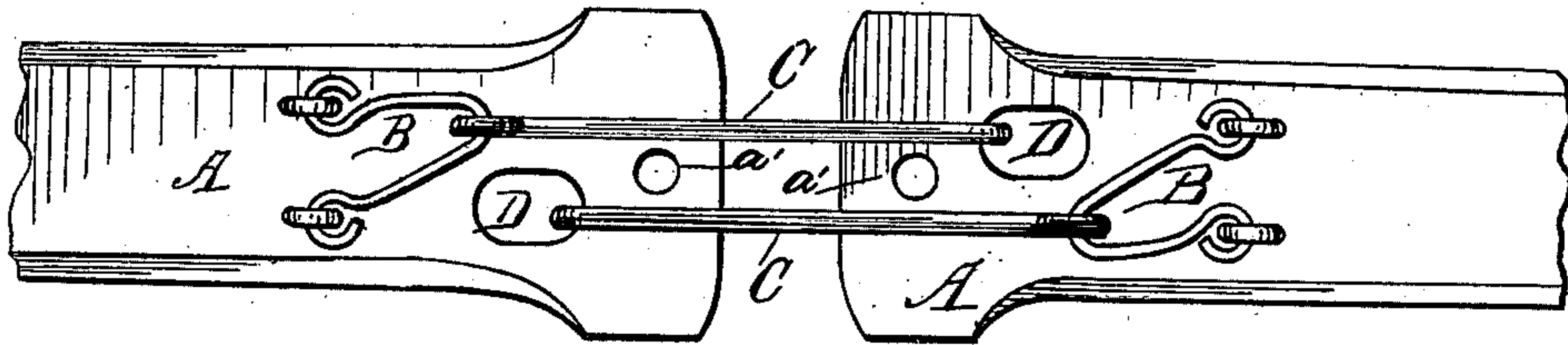
J. E. MENDENHALL.

CAR COUPLING.

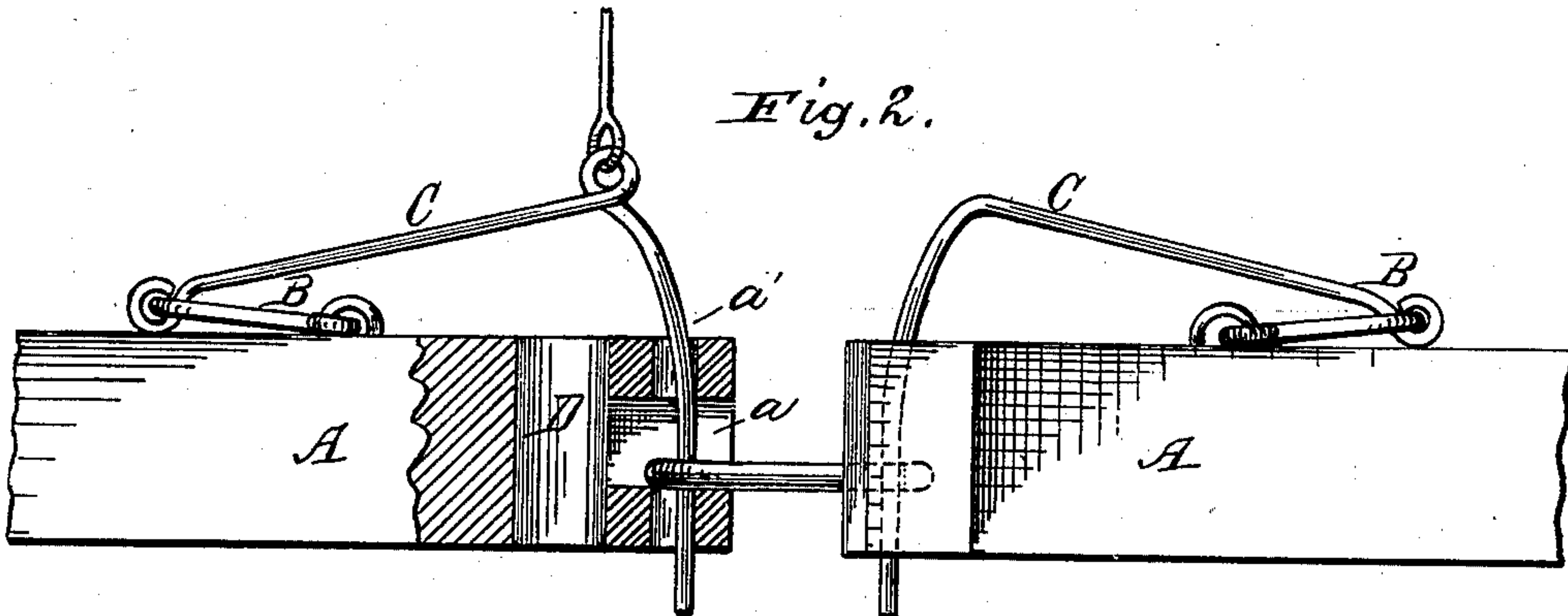
No. 264,181.

Patented Sept. 12, 1882.

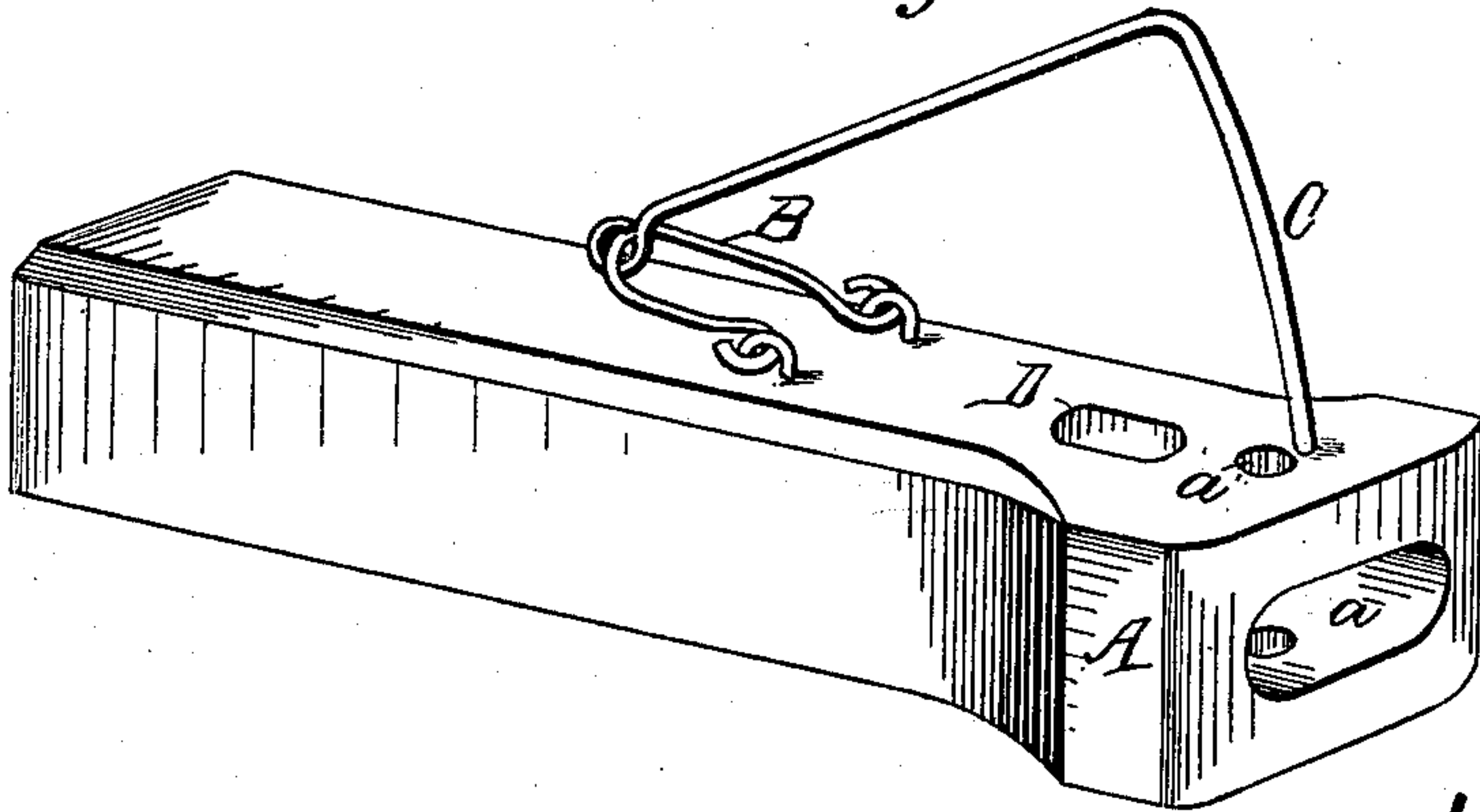
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



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*Witnesses:*

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# UNITED STATES PATENT OFFICE.

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## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 264,181, dated September 12, 1882.

Application filed July 19, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES E. MENDENHALL, a citizen of the United States of America, residing at Fort Wayne, in the county of Allen and State of Indiana, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to certain new and useful improvements in car-couplers; and it consists in providing the bumpers or draw-heads at a point one side of their centers with a slot of greater longitudinal length than lateral diameter, and in providing said bumpers with an eye or drawing-link with arms of different lengths, to which links are attached coupling-hooks, as will be hereinafter more fully set forth and claimed.

On annexed drawings, Figure 1 is a top view of my improved car-coupler. Fig. 2 is a side view, showing one of the draw-heads partly in section and united to a similar draw-head by an ordinary coupling-link. Fig. 3 is the perspective view.

On annexed drawings, A represents a car-bumper or draw-head of ordinary construction, which is provided with the usual recess, *a*, for the reception of a link, and an opening, *a'*, above the same, so the ordinary link or pin may be used.

Thus far I describe an ordinary car-coupler.

To the top of the draw-head, at suitable points, are eyes B B, which are loosely attached to the draw-heads by means of suitable fastenings or staples. These eyes are formed with arms of different lengths, as shown in Fig. 1.

Attached to the links B B are coupling-hooks C C, which are formed of a single rod of metal, and are bent approximately at right angles. The portion *b'* of these hooks is slightly curved, and they may be provided

with a loop or eye, to which is attached the rod, as shown in Fig. 2, for the purpose of drawing the hook upward to uncouple the cars, which can be accomplished either from the top or the side of the cars.

The bumper or draw-head A is provided with a longitudinal slot or opening, D, which is placed or made on one side of the draw-head, as shown in Fig. 1.

The way of using and operating this invention is as follows: In coupling cars without the employment of the ordinary coupling-link the hooks B are placed in the opening D for the draw-heads. Owing to the eyes being bent, both hooks draw equally and parallel with each other, and they cannot become uncoupled by riding one upon the other.

In some cases it may be necessary to use one of these couplers in connection with the bumper or draw-bar of ordinary construction. When this is the case the eye B is turned backward, which brings the bent hook over the small opening *a'*, when it may be used as an ordinary coupling-pin with the ordinary link.

It is evident that the usual attachments for coupling and uncoupling the cars without risk of life or limb may be readily employed with my invention.

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

1. A car-coupler provided with eyes B B, hooks C C, and longitudinal slots D D, located on one side of the draw-head, substantially as shown and specifically set forth.

2. In a car-coupling device, the draw-heads A A, provided with openings *a'* *a'* and D D, and connecting-hooks C C, attached to the draw-heads by eyes B B, having arms of unequal length, substantially as shown, and for the purposes set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES E. MENDENHALL.

Witnesses:

THOMAS ARNOLD,  
J. S. ANDREWS.