

(No Model.)

H. T. BEAM.

CAR COUPLING.

No. 311,281.

Patented Jan. 27, 1885.

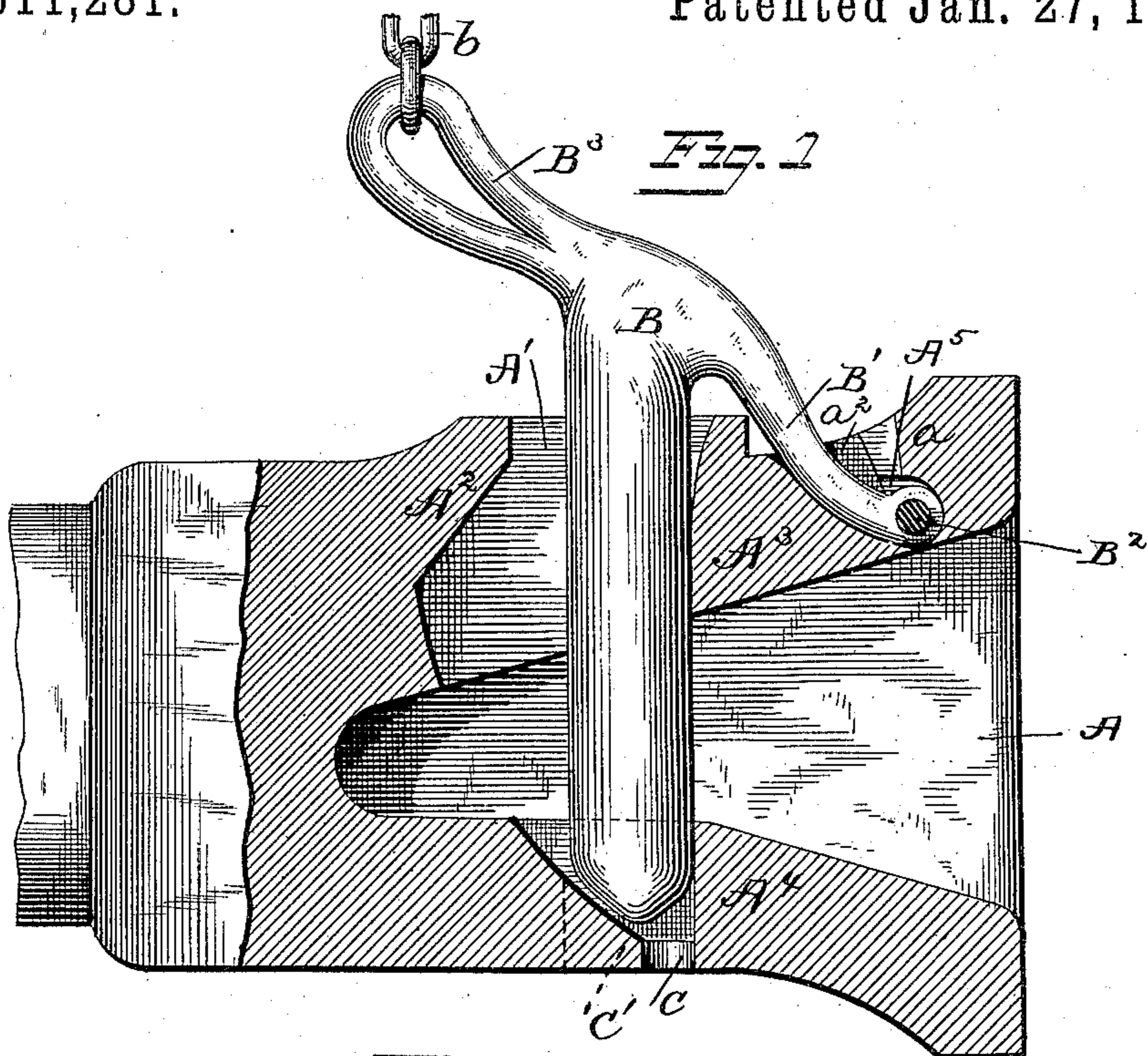


Fig. 1.

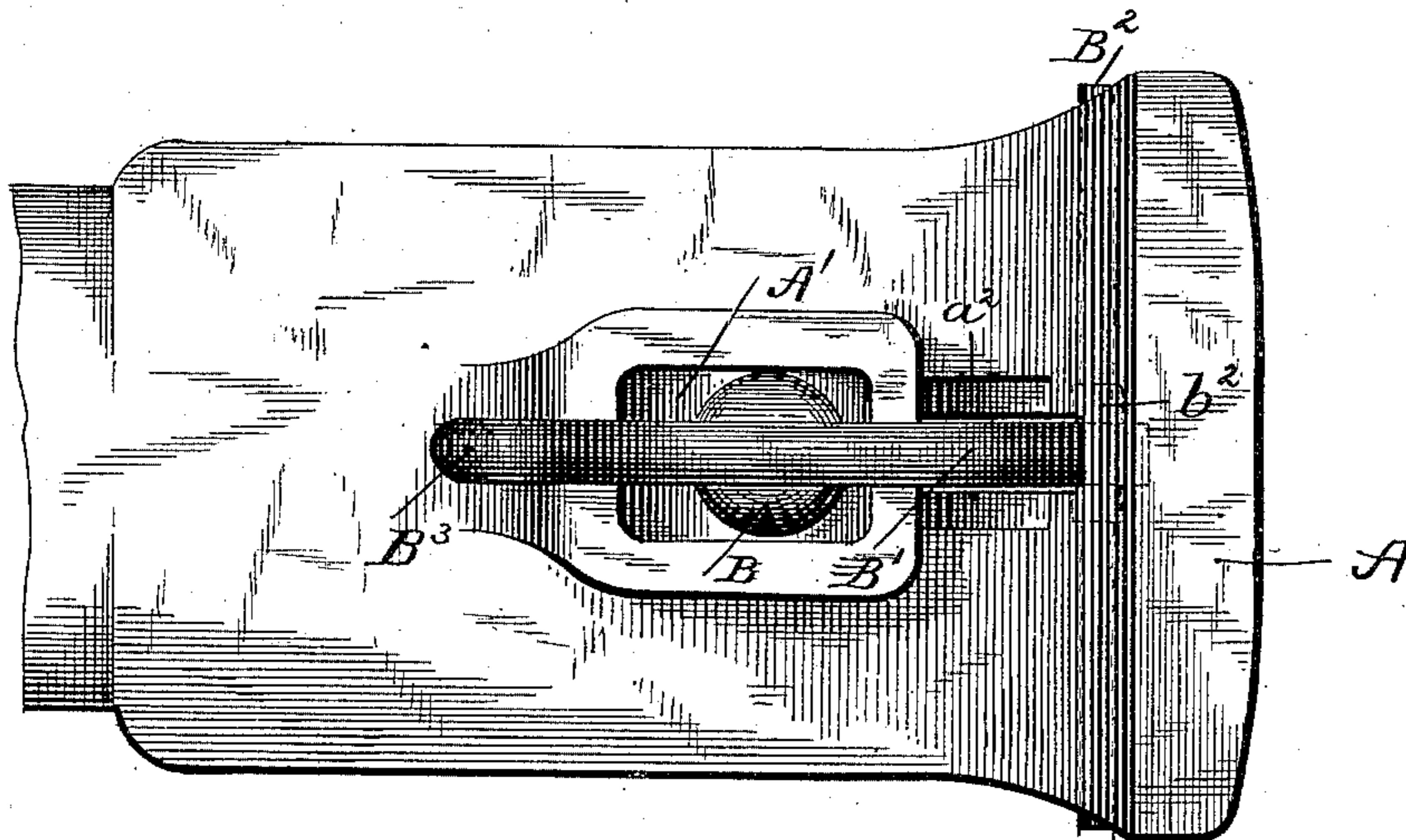
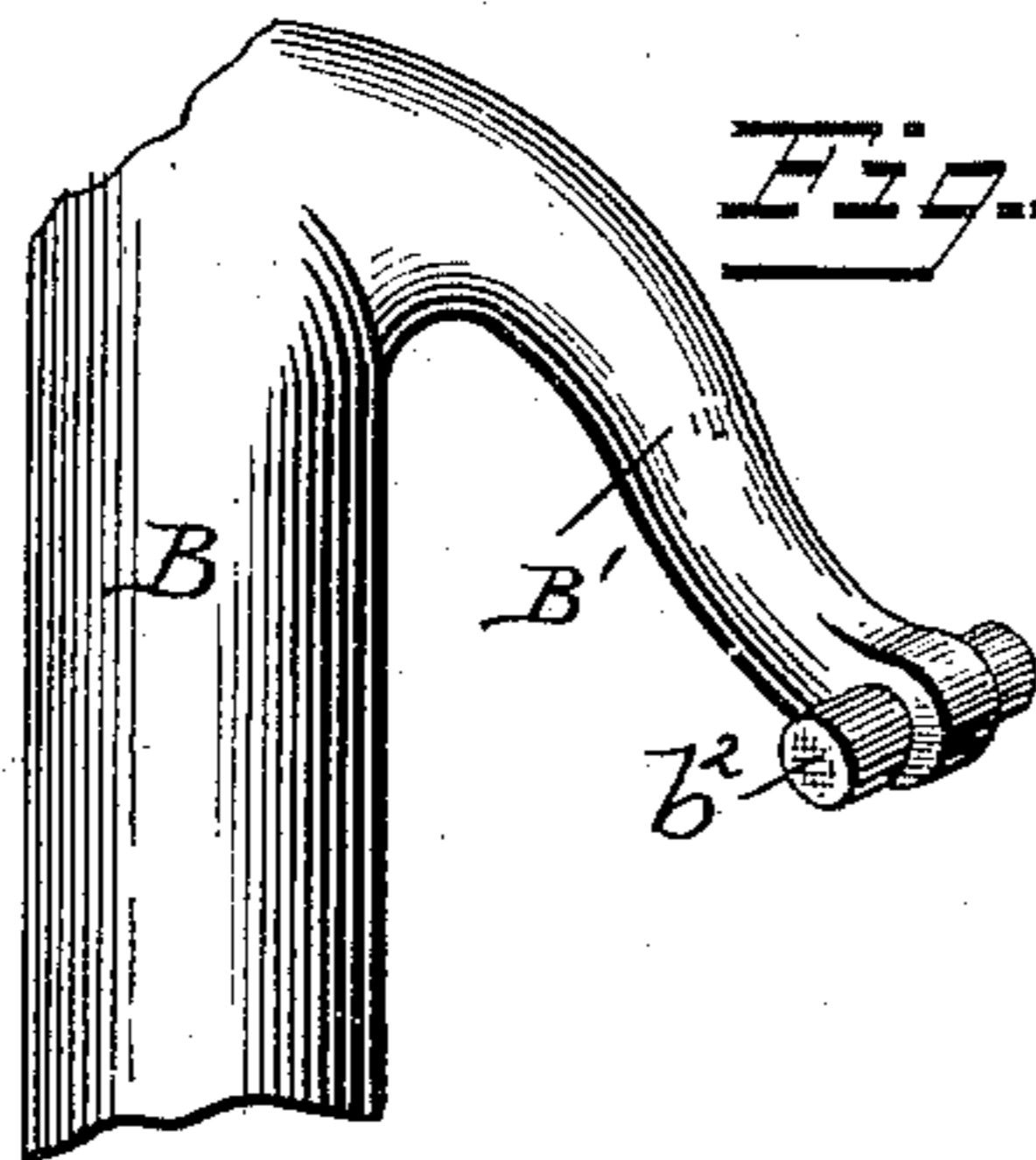


Fig. 2.



Witnesses:
L. C. Hills
W. B. Masson

Inventor:
Henry T. Beam
by E. E. Masson
attly.

UNITED STATES PATENT OFFICE.

HENRY T. BEAM, OF PALESTINE, ASSIGNOR OF TWO-THIRDS TO WILLIAM C. JONES, OF ROBINSON, AND CHARLES BUTLER, OF EFFINGHAM, ILL.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 311,281, dated January 27, 1885.

Application filed November 22, 1884. (No model.)

To all whom it may concern:

Be it known that I, HENRY T. BEAM, a citizen of the United States, residing at Palestine, in the county of Crawford and State of Illinois, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to car-couplings; and it consists in certain improvements in the construction of the same, as hereinafter described, and specifically set forth in the claim.

Like letters represent like parts in all the figures.

Figure 1 is a side view of a draw-head, partly in section. Fig. 2 is a top view of the same, and Fig. 3 is a perspective view of a portion of the coupling-pin.

In the drawings, A represents the draw-head. It is provided with a vertical slot, A', in the upper part thereof, for the insertion of a coupling-pin, B. The side of this slot nearest the mouth or opening of the draw-head is perpendicular, or nearly so, forming two solid shoulders, A³ A⁴, for the pin to rest against, while the rear side presents a concave curve that extends upward until it meets a beveled shelf, A², that keeps the pin from accidentally coming out of the draw-head.

To allow the coupling-pin to swing backward under the impulse it may receive, it is provided with an arm, B', the free end of which is pivotally secured in the forward portion of the draw-head above the opening or mouth A³ in a recess, A⁵, under a hanging shelf, a, adapted to receive the forward arm, B', and through the extreme end of said arm B' is inserted a pin or rod, B², which acts as a pivot for the coupling-pin.

To dispense with the rod B² and the perforation made for its passage through the draw-head, the end of the arm B' may be provided with short trunnions b², Fig. 3, and the latter be made to enter through the inclined passage a² into the recess under the overhanging

shelf a, and the latter perform the same function as the bolt B²; but if said bolt or rod is rigidly connected to the arm B, and is made of proper length, it may be furnished with crank-handles for lifting and lowering the pin B from the sides of a car. The head of the pin B is provided with a rearwardly-extending arm, B³, and a chain, b, for raising the same from the platform or the top of the car. At the bottom of the draw-head there is an opening, c, to allow rain or melting snow to flow through. A larger opening, c', as shown in dotted lines, may be made to receive the lower end of an ordinary coupling-pin in case of an accident to the pin B. The pivot B² of the coupling-pin B is sunk into the body of the draw-head as low as possible, so as to give a shorter swing to the pin than if it were pivoted above said draw-head, and thereby keeps the coupled cars closer together, and yet giving the link sufficient play between the pin and the extreme inner end of the draw-head for starting each car of a freight-train.

I am aware that coupling-pins have been made with a T-shaped head, and that the forearm of said head has been retained in a socket of the draw-head by a forked dog inserted in said socket over the pivot of the coupling-pin, and I do not claim this construction.

Having now fully described my invention, I claim—

In combination with a draw-head provided with an inclined passage, a², in the forward portion thereof, the coupling-pin provided with an arm extending rearward and an arm extending forward, and a rod passing through the extremity of the forward arm and beyond the sides of the draw-head, substantially as and for the purpose described.

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

HENRY T. BEAM.

Witnesses:

E. E. MASSON,
W. B. MASSON.