

(No Model.)

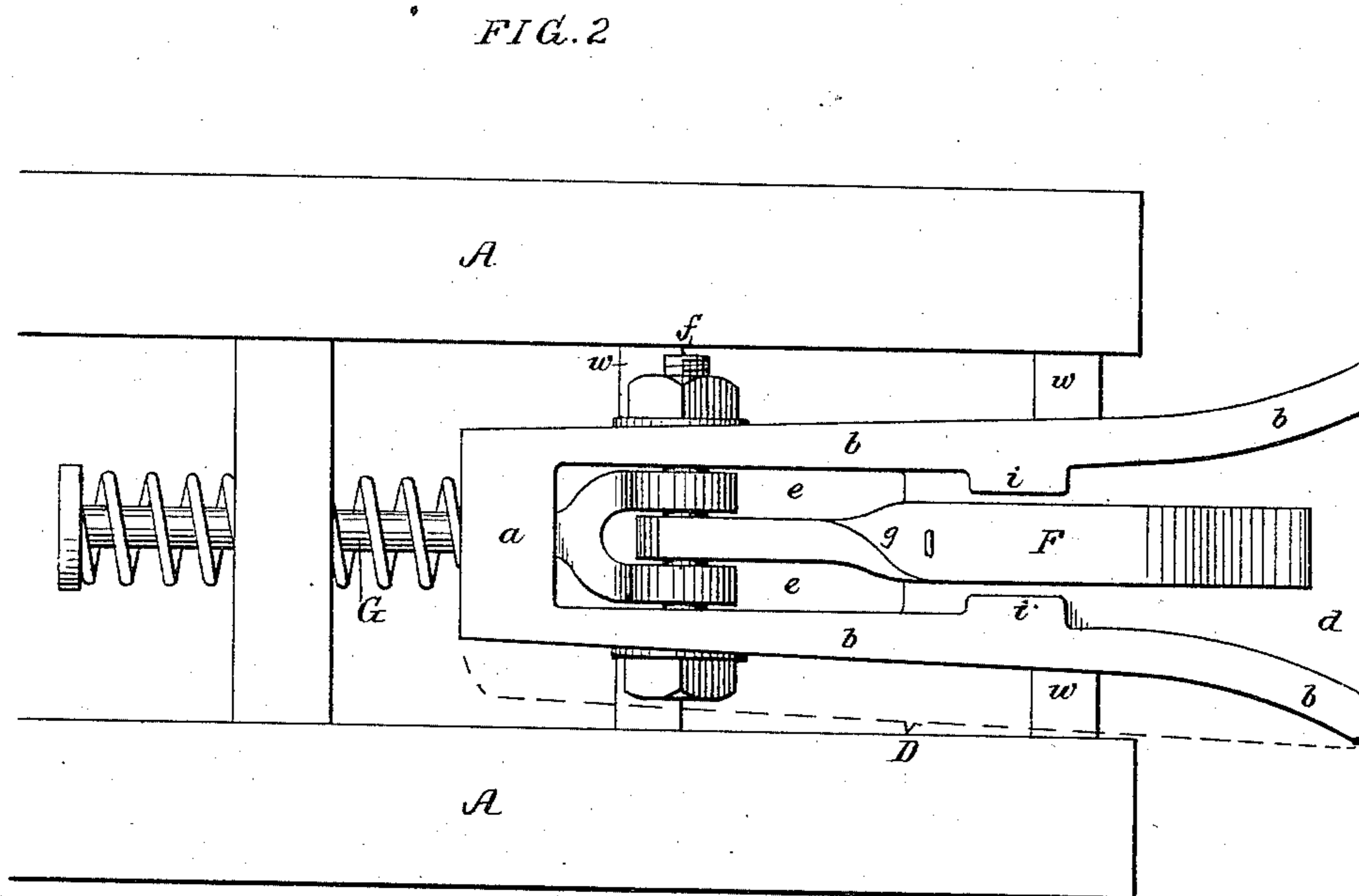
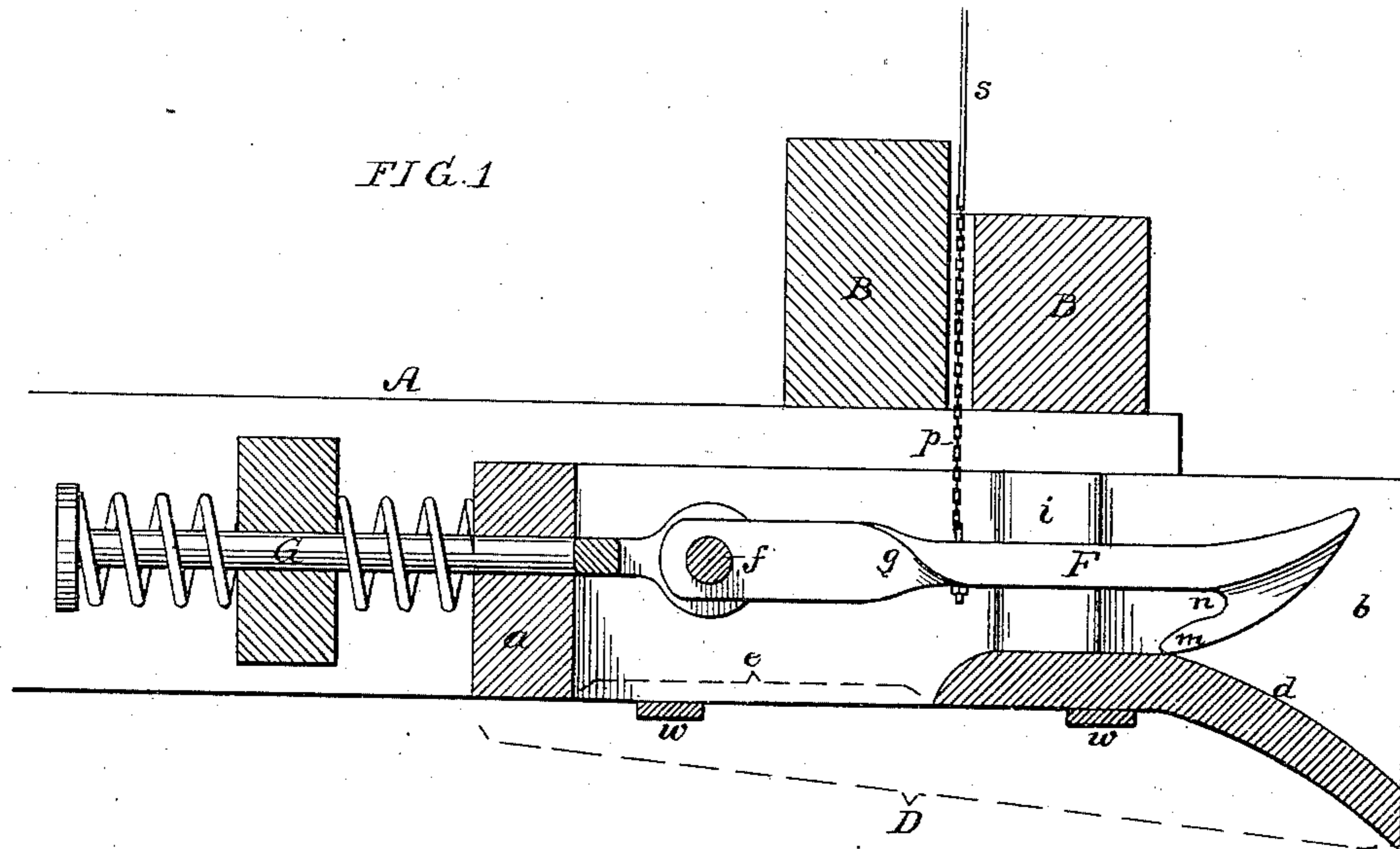
C. M. BENNETT.

2 Sheets—Sheet 1.

CAR COUPLING.

No. 314,421.

Patented Mar. 24, 1885.



Witnesses:—
James F. Tobin
John E. Parker

Inventor
Clarence M. Bennett
by his Attys.
Howson & Sons

(No Model.)

2 Sheets—Sheet 2.

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FIG. 3.

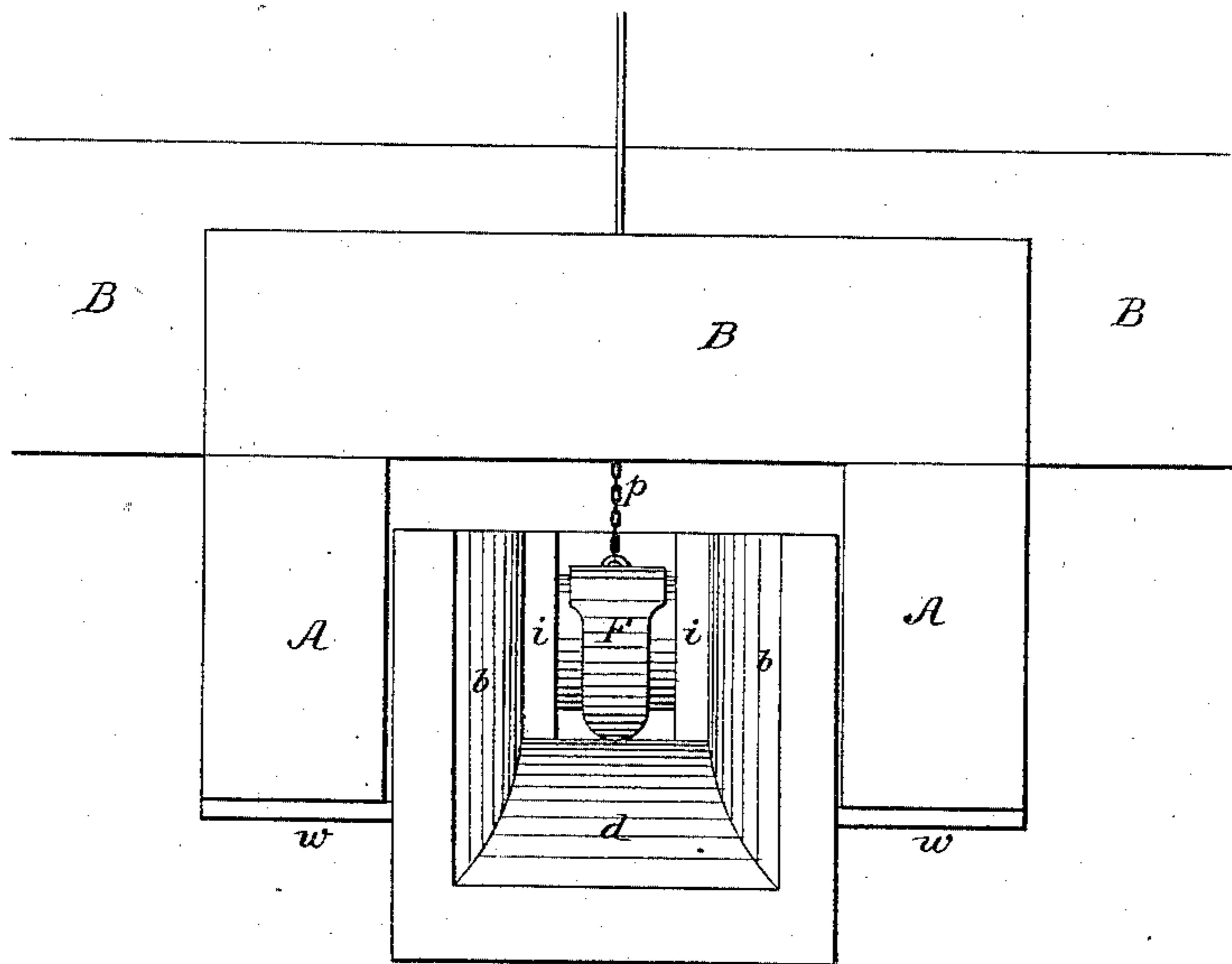
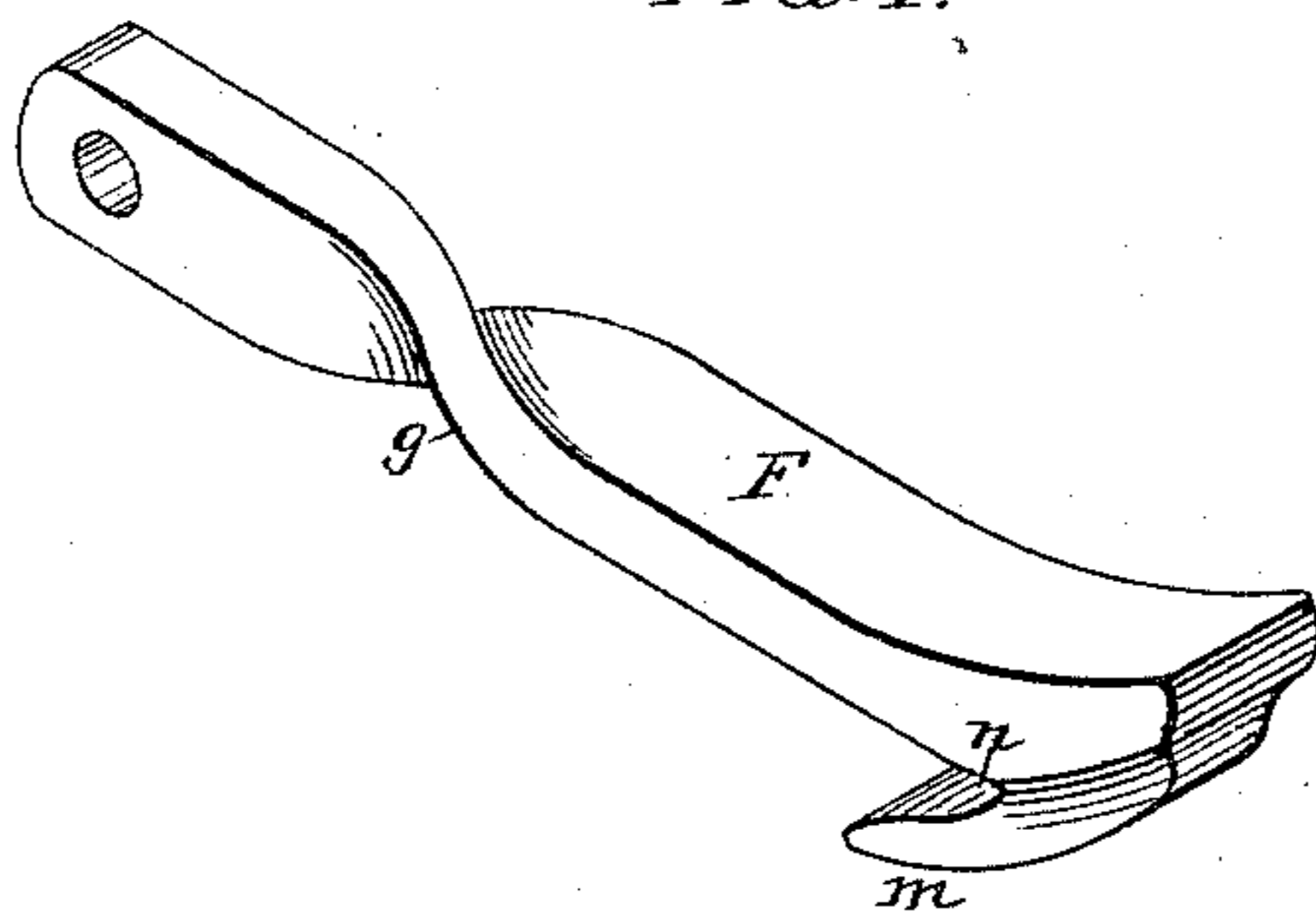


FIG. 4.



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UNITED STATES PATENT OFFICE.

CLARENCE M. BENNETT, OF JENKINTOWN, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 314,421, dated March 24, 1885.

Application filed March 10, 1884. (No model.)

To all whom it may concern:

Be it known that I, CLARENCE M. BENNETT, a citizen of the United States, and a resident of Jenkintown, Montgomery county, Pennsylvania, have invented certain Improvements in Car-Couplings, of which the following is a specification.

The object of my invention is to construct a self-acting coupler, using the ordinary link, and having but few parts, which are of the simplest construction, are not liable to become clogged or otherwise get out of order, and are such as to permit coupling on a curve, or the coupling of cars of different heights. This object I attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1, Sheet 1, is a longitudinal section of part of the end of a car with my improved coupling; Fig. 2, a plan view of the same, with the top transverse beams removed; Fig. 3, a front view; and Fig. 4 a perspective view of the coupling-hook detached from the head.

A A are longitudinal beams, and B B transverse beams, of the car-frame, and D the draw and bumper head, which comprises the back plate, *a*, side plates, *b*, and a bottom plate, *d*, the latter only extending part way of the length of the head, so as to leave an opening, *e*, in the bottom for the escape of dust, cinders, snow, or ice, which might, if allowed to accumulate, interfere with the operation of the coupling. The draw-head is supported vertically by transverse plates *w*, secured to the under sides of the beams A. A transverse pin, *f*, passes through the rear of the head, and to this pin is hung the coupling-hook F, which consists of a simple flat strip of wrought-iron or steel twisted at *g*, and bent and welded at the outer end, so as to form the desired hook, the point of which rests upon the bottom plate, *d*, of the head. The front of the hook is curved or inclined upward, and the draw-head presents a flaring mouth bounded by the curved sides *b*, and curved bottom plate, *d*, so that a link entering the head is guided beneath the hook, which is lifted by the link, and then falls so as to engage with and retain said link, the further entrance of which into the head is prevented by shoulders

i i on the sides *b* of the latter. When there is a pull upon the link, the inner end of the same will rise on the tongue *m* of the hook, and find a bearing in the notch *n* of the same, so that the escape of the link is prevented, except when the hook is elevated, said hook being connected by a chain, *p*, to a rod, *s*, which extends to the top or to one side of the car in order that the elevation of the hook may be effected without the necessity of the brakeman going between the cars. Owing to the flare of the head and the shape of the hook, the link may be permitted to assume any lateral or vertical angle necessary to effect a coupling on a curve or with a higher or lower car.

The draw-rod G of the coupling is combined with the usual draft and bumper springs, as shown in Figs. 1 and 2, and is forked at the outer end, so as to receive the inner end of the hook F, the rod being connected to the head D by the bolt *f*, which serves as the pivot for the hook. By making the hook F of a piece of flat wrought-iron or steel twisted at *g*, I am enabled to obtain a broad flat hook with vertical shanks, so that the opening for the pivot-pin can be formed by punching instead of by bending and swaging, the cost of the hook being thus considerably reduced.

It will be observed that the draw-head is entirely open at the top, a feature of construction which facilitates the manufacture of the coupling, as it permits the casting of the same without cores.

I claim as my invention—

1. The combination of the pivoted hook with the draw-head having flaring mouth and opposite projections, *i*, forming stops for the link, as set forth.

2. The coupling-hook F, consisting of a flat strip of wrought-iron or steel twisted at *g*, and bent at the front end to form the hook, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CLARENCE M. BENNETT.

Witnesses:

JOHN CLAYTON,
JOHN E. PARKER.