

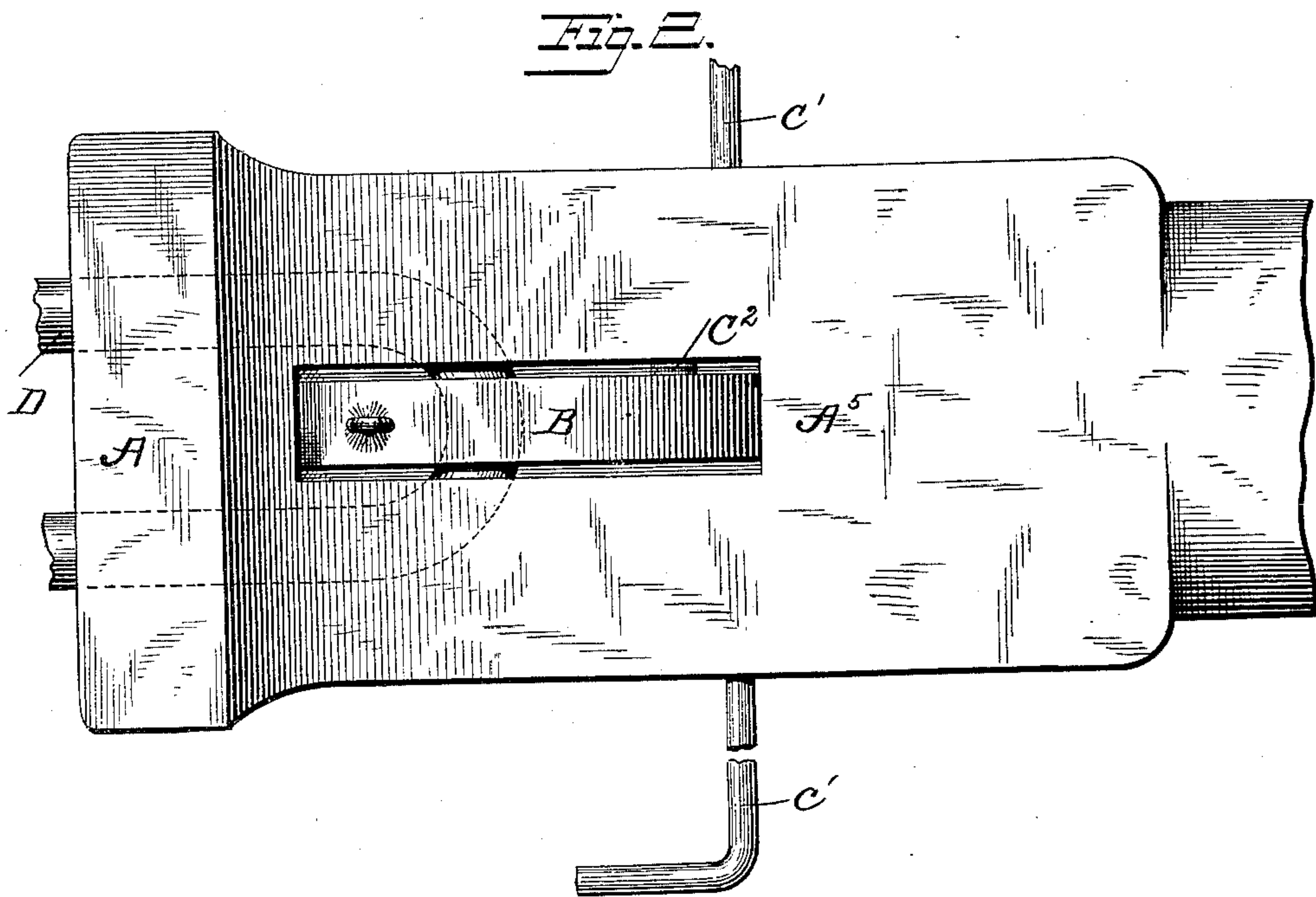
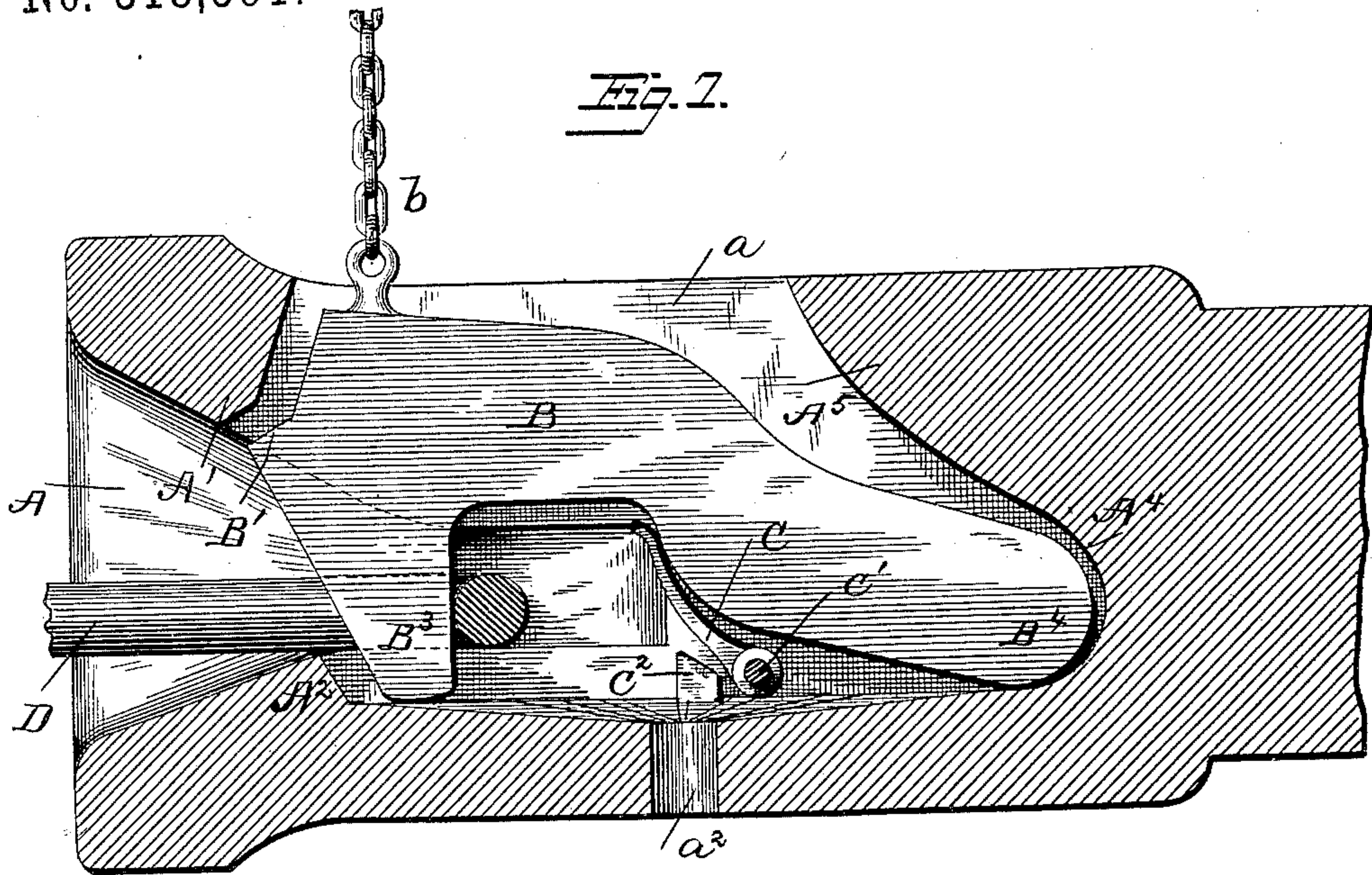
(No Model.)

H. T. BEAM.

CAR COUPLING.

No. 318,591.

Patented May 26, 1885.



Witnesses:

L. C. Hills,
W. B. Masson

Inventor:

Henry T. Beam
by E. E. Masson
atty.

UNITED STATES PATENT OFFICE.

HENRY T. BEAM, OF PALESTINE, ASSIGNOR OF TWO-THIRDS TO WILLIAM C. JONES AND A. P. WOODWORTH, OF ROBINSON, ILLINOIS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 318,591, dated May 26, 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.

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

Like letters represent like parts in both 15 figures.

Figure 1 is a longitudinal section of my improved coupler, and Fig. 2 is a plan view of the same.

20 In the drawings, A represents the draw-head. It is provided with a vertical slot, a , for the insertion from the top of a hook-shaped coupling-pin, B. This hook-shaped pin B is provided with a beveled lip or projection, B' , at the fore end, to engage under 25 a shoulder, A' , formed within the mouth of the draw-head, and prevent the escape of the pin B.

30 Within the bottom of the opening of the draw-head is a shoulder, A^2 , with its downward side parallel with the face of the hooked pin B^3 , so that when cars are coupled and in motion the hooked pin fits snugly against the inner faces, $A' A^2$, of the draw-head, and the lip B' acts as a key to hold the pin locked in 35 position.

The rear end, B^4 , of the pin B is rounded, and fits loosely in a groove, A^4 , at the inner end of the chamber of the draw-head, and is provided with an overhanging shelf, A^5 , that

prevents the pin from jumping out of the 40 draw-head.

Within the funnel-shaped bottom of the draw-head is a small hole, a^2 , to allow rain or melted snow to escape.

b is a chain used in raising the pin for uncoupling from the top of a car, and C is a key 45 mounted upon a rod, C' , pivoted in bearings passing through the draw-head. This rod has a handle at each end, by which means the key is easily operated from the sides of the car. 50

C^2 is a rest projecting within the groove a , to keep the free end of the key upward and out of the way of the incoming link D.

The pin B can be easily removed from the draw-head, as it is not attached thereto. 55

I am aware that car-couplers have been provided with a hooked coupling-pin having its rear end mounted upon a transverse rod, and a pivoted arm placed thereunder to lift it, and that the hooked pin of others has been 60 placed loosely within the draw-head and made to bear at its front and rear end against shoulders therein, and I do not claim, broadly, car-couplers having the above construction.

Having fully described my invention, what 65 I claim is—

The combination of a hook-shaped pin, B, lying loosely within a draw-head, a key, C, pivoted to the draw-head under the pin B, and a draw-head provided with a rest to support 70 the key, 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.