

(No Model.)

A. T. BASS.
CAR COUPLING.

No. 433,927.

Patented Aug. 12, 1890.

FIG. 1.

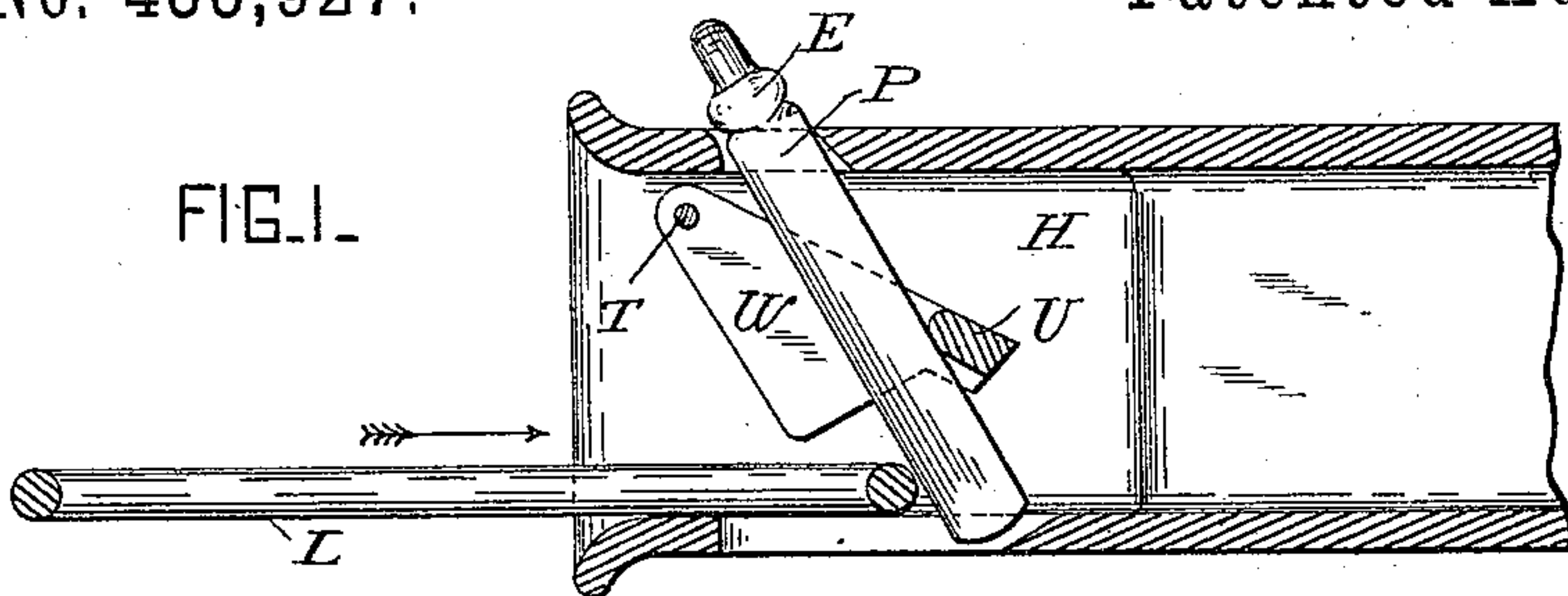


FIG. 2.

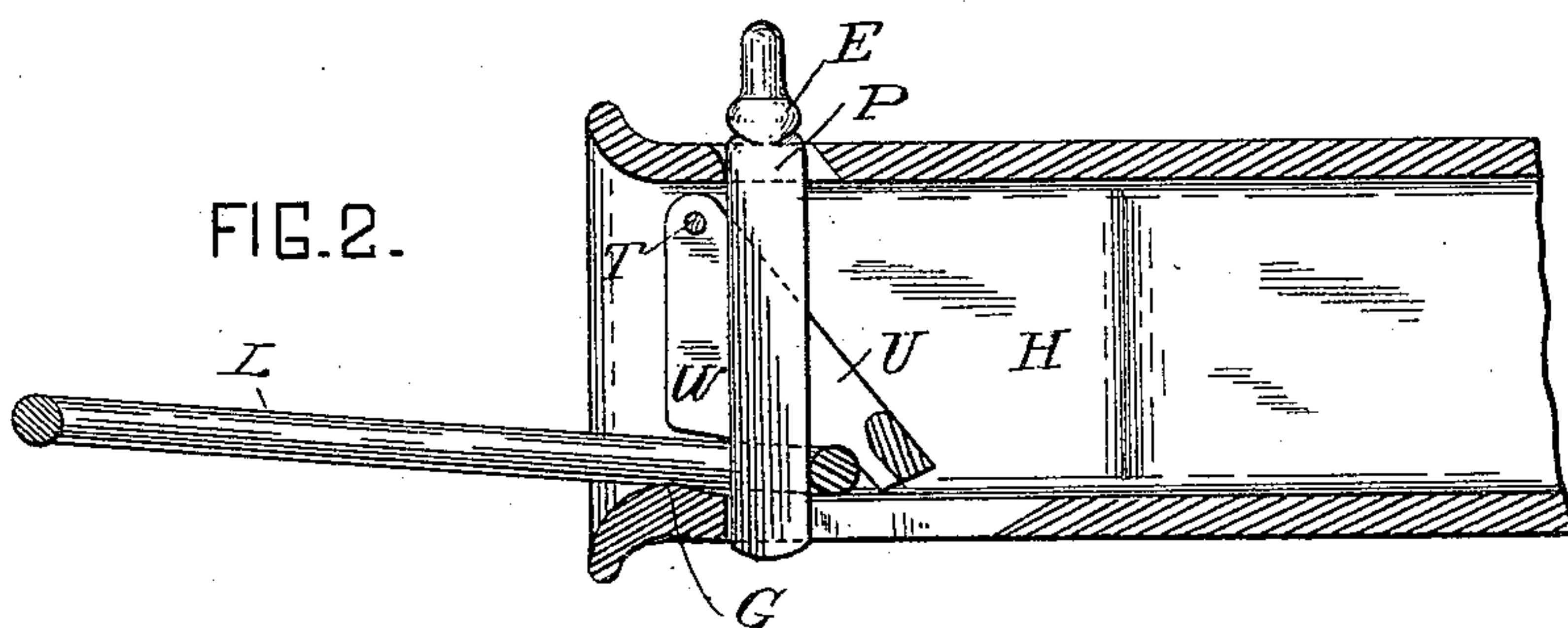


FIG. 3.

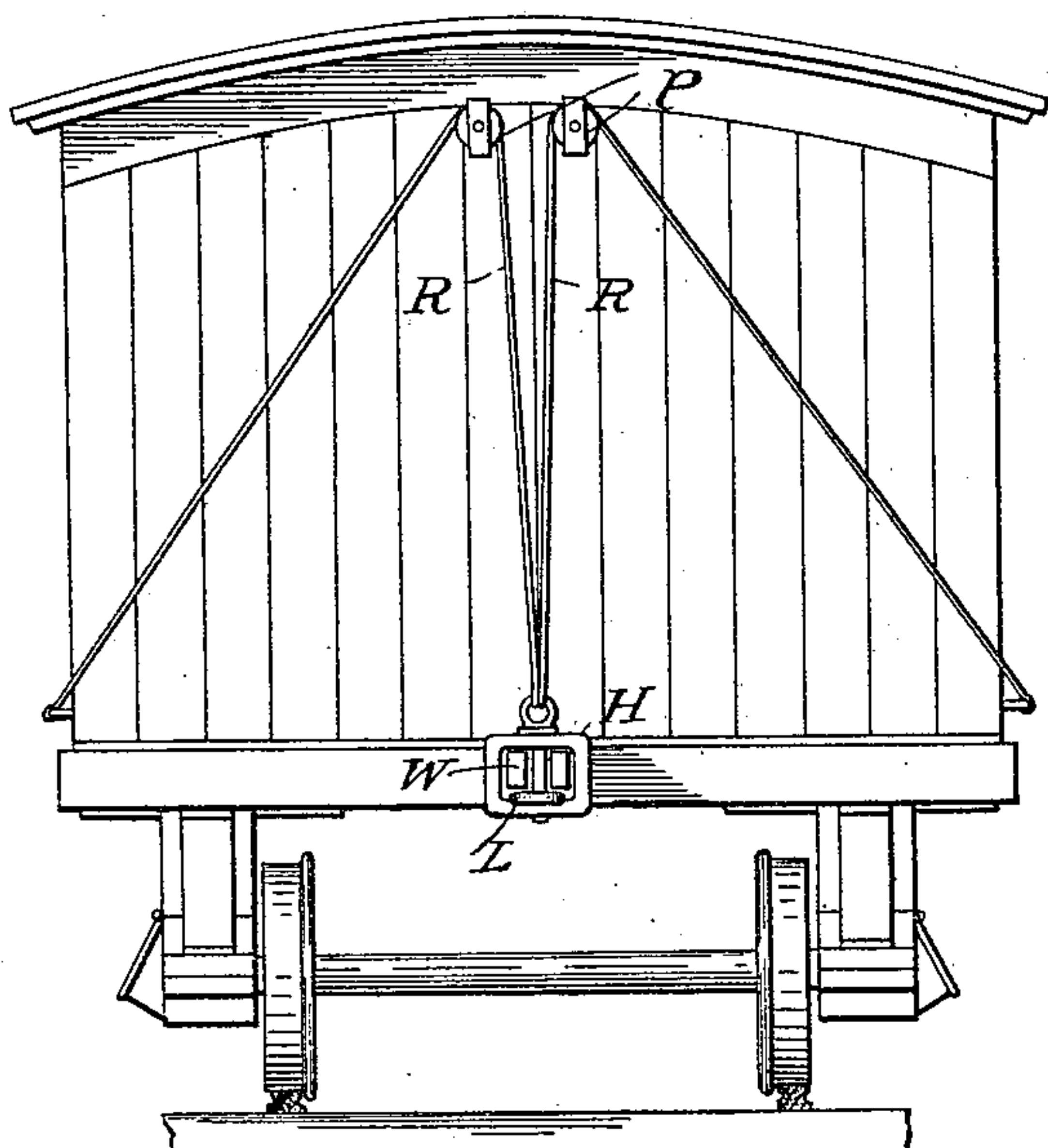
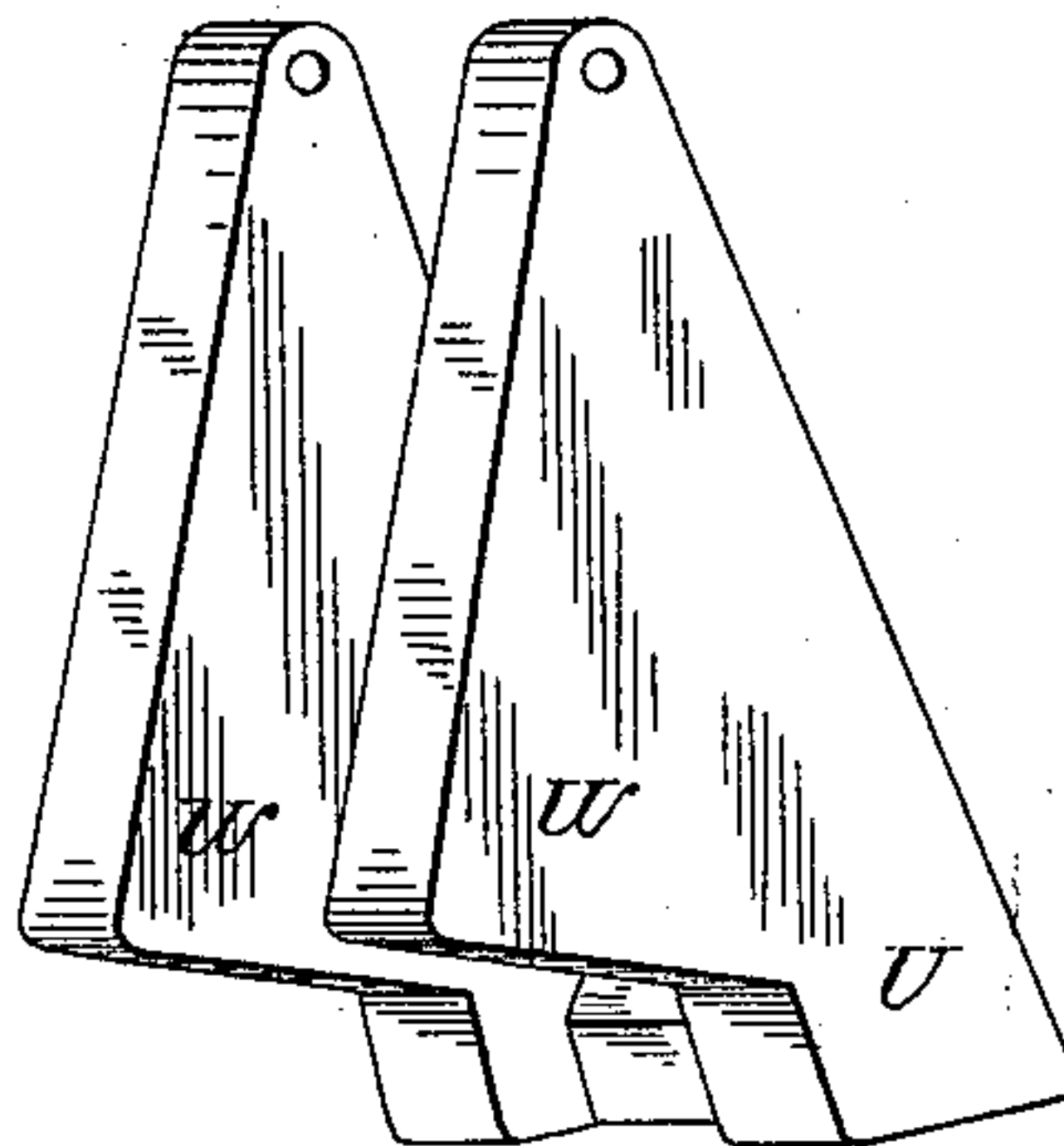


FIG. 4.



Witnesses:

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By his Attorneys:

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UNITED STATES PATENT OFFICE.

ALONZO T. BASS, OF GONZALES, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 433,927, dated August 12, 1890.

Application filed May 17, 1890. Serial No. 352,123. (No model.)

To all whom it may concern:

Be it known that I, ALONZO T. BASS, a citizen of the United States, residing at Gonzales, in the county of Gonzales and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings, more especially of that class known as "swing-pins;" and the object of the invention is to provide a swinging weight which will press the pin normally into operative position, and which will also support the link, all as hereinafter more fully described, and illustrated in the drawings, in which—

Figure 1 is a central longitudinal section of a draw-head embodying my improvements, showing the link as just entering the same. Fig. 2 is a similar section, showing the link as supported therein and sustained, so that it may be projected into another draw-head. Fig. 3 is an end view of a freight-car, showing the devices for raising the pin. Fig. 4 is a perspective detail of the swinging weight.

Referring to the said drawings, the letter H designates the draw-head, having a flaring mouth of the usual construction, and P is the pin, which is preferably flat and of rectangular cross-section. The said pin passes downwardly through a hole in the upper side of the draw-head and at its lower end through a slot in the lower side thereof, and the upper end of the pin has an enlarged head E, with beveled front and rear under faces, which rest upon the upper side of the draw-head, whereby the pin is supported by the corner or edge between such faces, and can rock forward and back around its head.

T is a transverse rod passing through the draw-head forward of the pin, and U is a U-shaped block whose feet are pivotally mounted upon said rod.

W are triangle weights integral with and extending from the front faces of the arms of said U-shaped block, so that their front faces will stand normally about vertical and their lower ends will stand normally a slight distance above the bottom of the hole in the draw-head, as shown in Fig. 2, the lower end of the block U at this time resting upon said bottom.

With the parts of this car-coupling in the position just above described, if a link be forced

into the front end of the draw-head it will swing the pin rearwardly between the two pieces W until it strikes the lower end proper of the U-shaped block. The link L continuing to move, the pin and the block U and weighted pieces W are swung to the rear until the link passes below the lower end of the pin, when the latter swings, falls quickly to its place, being assisted in this motion by the weights W. The link being then drawn upon is pulled against the rear edge of the pin, drawing its lower end to the front of the slot in the lower side of the draw-head. When in its normal position, Fig. 2, the link L at its inner end stands beneath the lower ends of the weights W, and is thereby supported in a horizontal position, so that when the cars are to be coupled together a link thus protruding from the draw-head will enter the draw-head on the opposite car.

When it is desired to uncouple the cars, the pin is raised, and in order to permit this raising to be done from the top or from either side of a freight-car, I extend ropes R from the upper end of the pin over pulleys p, near the top of the car, and lead them thence outwardly and downwardly to within easy reach of an operator standing on the ground by the side of the track.

In Fig. 2 I have shown the lower face of the draw-head as provided on its interior, just in front of the pin-opening, with an integral lug or elevation G, which may extend entirely across the draw-head, and in this case the link L rides over the same as it passes into or is withdrawn from the draw-head. When the link is held in coupled position, the lower ends of the weight-pieces W hold its inner end depressed, as above stated, and its body rests upon the slightly-raised transverse lug G, whereby its outer end is elevated and may thereby more easily automatically couple with another draw-head, as will be readily understood.

What I claim is—

1. In a car-coupling, the combination, with the draw-head having a hole through its upper side and a slot through its lower side, and a pin loosely mounted in said hole, with its lower end swinging in the slot, of a weighted block pivoted within the draw-head in front of the front edge of said pin and its lower

end standing against the rear edge thereof, substantially as described.

2. In a car-coupling, the combination, with the draw-head having a hole through its upper side and a slot through its lower side and a pin loosely mounted in said hole, with its lower end swinging in the slot, of a transverse rod through the draw-head near its upper side forward of the pin, a U-shaped block whose feet are pivoted on said rod and whose body stands normally against the rear edge of the pin, and weights secured to the front faces of the side arms of said block and standing at either side of the pin, substantially as described.

3. In a car-coupling, the combination, with the draw-head having a hole through its upper side and a slot through its lower side, and a pin loosely mounted in said hole, with its lower end swinging in the slot, of a transverse rod through the draw-head near its upper side forward of the pin, a U-shaped block whose feet are pivoted on said rod and whose body stands normally against the rear edge

of the pin, and weights secured to the front faces of the side arms of said block and standing at either side of the pin, the lower ends of said weights normally resting upon the link when it is engaged by the pin, as and for the purpose set forth.

4. In a car-coupling, the combination, with a draw-head having a transverse raised lug G across the bottom of its interior, which is otherwise flat, said lug standing in front of the pin-opening, of a weighted block whose lower end rests upon the inner end of the link in rear of said lug, and a vertically-movable coupling-pin passing through the draw-head and through said block the whole operating substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

ALONZO T. BASS.

Witnesses:

W. M. ATKINSON,
JNO. C. JONES.