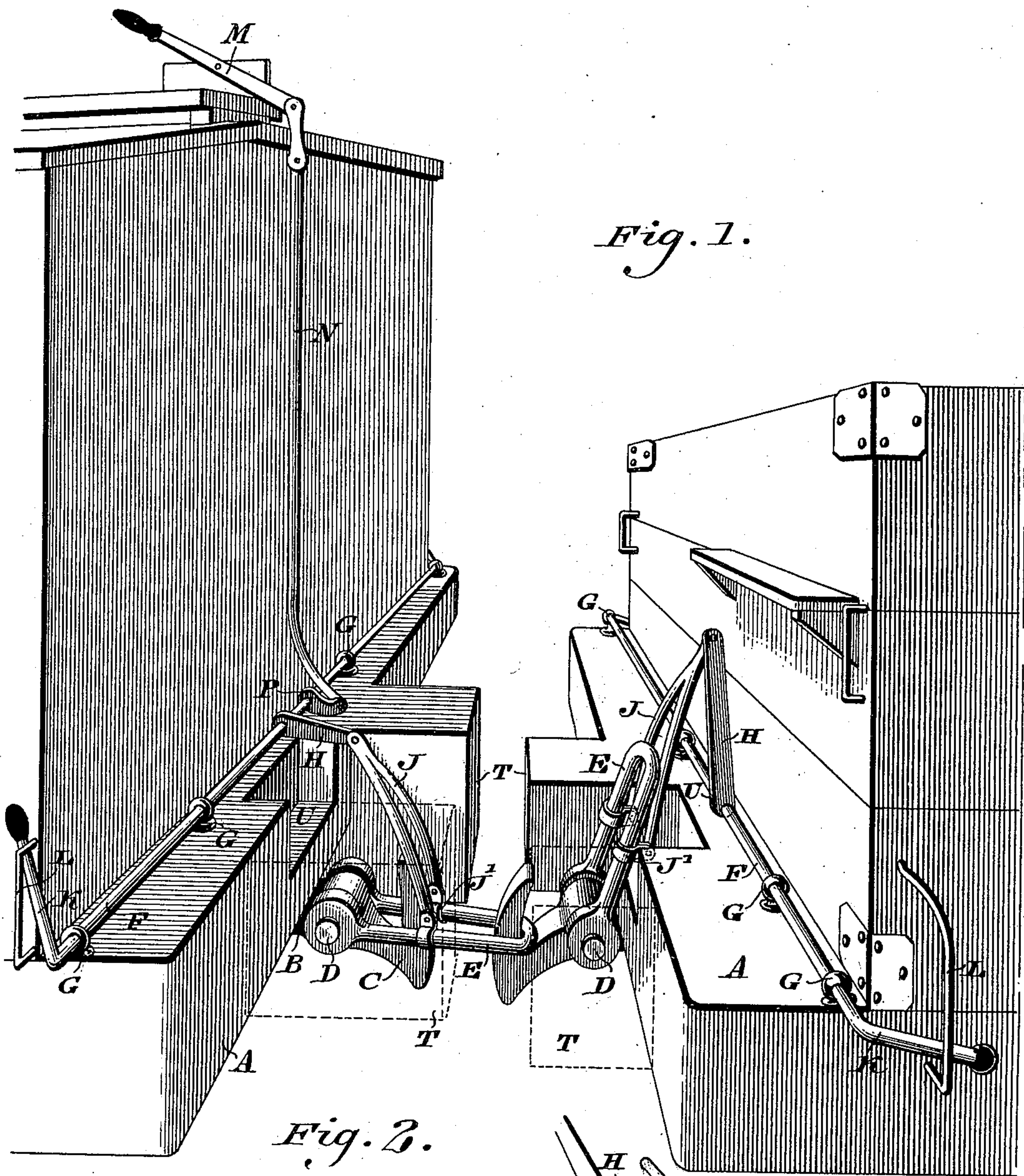


(No Model.)

H. S. BEAHM.
CAR COUPLING.

No. 464,787.

Patented Dec. 8, 1891.



WITNESSES:

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 464,787, dated December 8, 1891.

Application filed May 8, 1891. Serial No. 392,031. (No model.)

To all whom it may concern:

Be it known that I, HORACE S. BEAHM, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Car-Couplings, which improvement is fully set forth in the following specification and accompanying drawings.

My invention relates to improvements in car-couplings, and has for its object a device whereby the coupling or uncoupling may be conveniently performed from either of the cars and where the portion of the coupling attached to a single car can be used with a variety of couplings on the car to be connected; and for these purposes it consists of the combination of parts hereinafter described.

Figure 1 represents a perspective view of the ends of two cars, showing a pair of my coupling devices connected. Fig. 2 represents a perspective view, on a reduced scale, of one of my couplers secured to an ordinary draw-head by a pivotal pin.

Similar letters of reference indicate corresponding parts in the two figures.

Referring to the drawings, A designates the frame of a car, and B a draw-head. To the outer end of the latter is secured a hook C, and on studs D on the sides of the shank or body of the said hook is pivoted the inner end of a link E, the outer and closed end of which extends, when the link is lowered, beyond the outer end of the hook C. The link E is raised and lowered by means of the shaft or bar F, which is journaled in bearings G on the frame A, and is provided with an arm H, pivotally connected with a forked or bifurcated arm J, pivotally secured to collars J' on the link E.

The shaft F is bent near its ends, forming the arms K, which extend at an angle from the main portion of the shaft, and are adapted to move in guides L, secured on the sides of the car and are provided with handles on their ends. The shaft F may be partially rotated by a person on the side of the car by moving an arm K by means of the handle thereof, or, if the operator is on top of the car, by means of a pivoted lever M, which is

linked to a vertical rod N, pivotally connected with an arm P of the shaft.

In Fig. 1 the couplers are similar on the two cars, and the link of one car is connected with the hook of the other car. It will be seen that either link may be secured to the opposite hook, and as the link is the part that is operated the coupling can be performed from either car. It will be noticed that the guides L limit the movement of the arms K, and thus the descent or fall of the link E, thereby serving as stops for the same.

In Fig. 2 the link is inserted in the opening Q in an ordinary draw-head R and fastened in place by the pin S.

To protect the device from accidental lateral blows, the hooks C are preferably located between projecting bumpers T, and the frame A has a recess U to partially receive the link E when raised.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A car-coupling consisting of a draw-head terminating in a hook, a link pivoted thereto and adapted to extend beyond the same, a bifurcated arm connected to said link, and mechanism, substantially as described, for raising and lowering said link, as stated.

2. In a car-coupling, a draw-head terminating in a hook, a pivoted link, a shaft with an arm thereon and an angular projecting end, a forked or bifurcated arm pivotally connected with the said shaft-arm and said link, and a guide in which said angular end of the shaft moves, said parts being combined substantially as described.

3. In a car-coupling, a hook, a link pivoted to the sides of the shank of the hook, a rotating shaft with angular end portions, a bifurcated arm rigidly secured on said shaft, an arm pivoted to said shaft-arm and to said link, guides for said angular ends of the shaft, and mechanism for partially rotating said shaft, said parts being combined substantially as described.

HORACE S. BEAHM.

Witnesses:

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