

(No Model.)

C. E. BEAN.
CAR COUPLING.

No. 497,066.

Patented May 9, 1893.

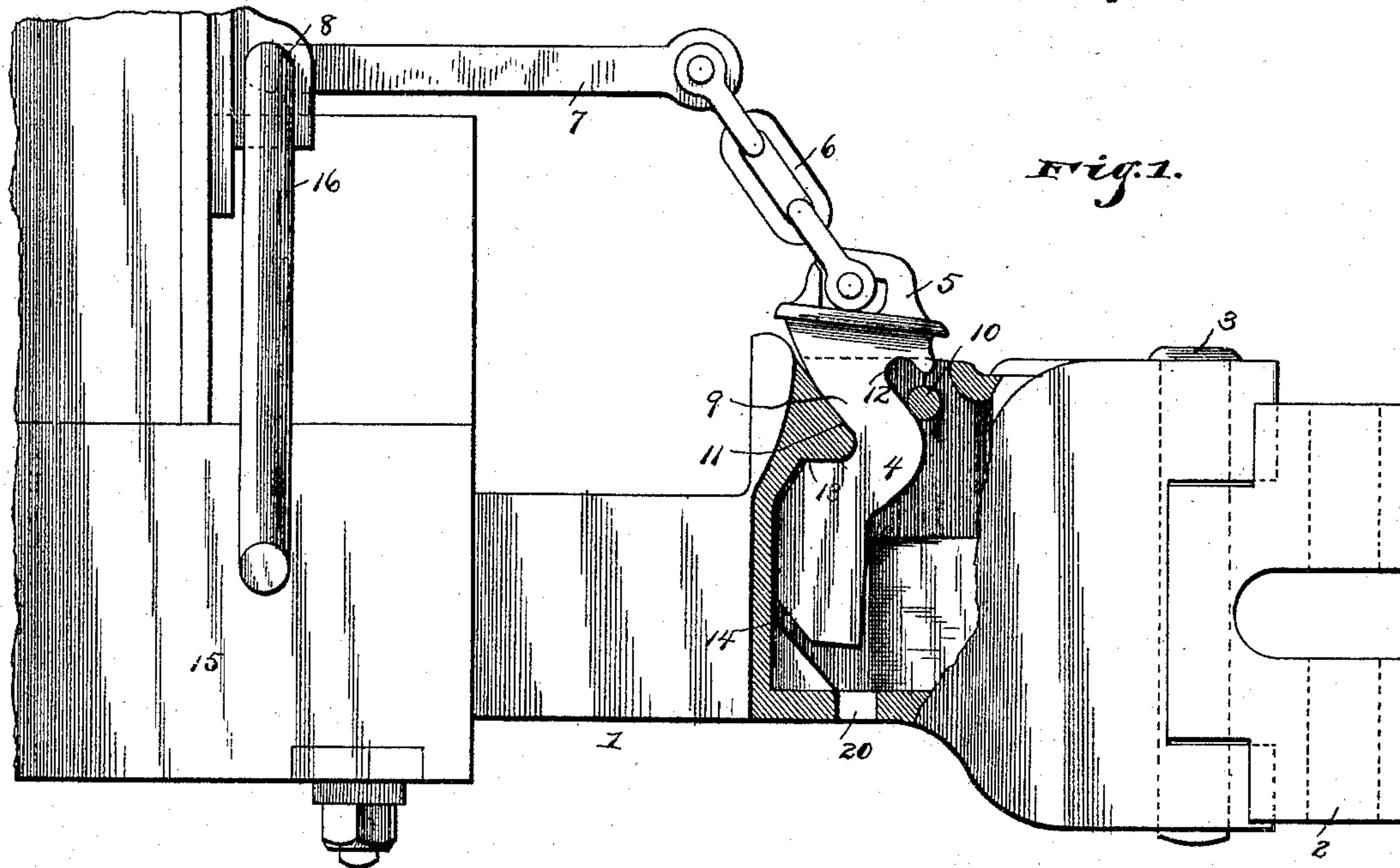


Fig. 1.

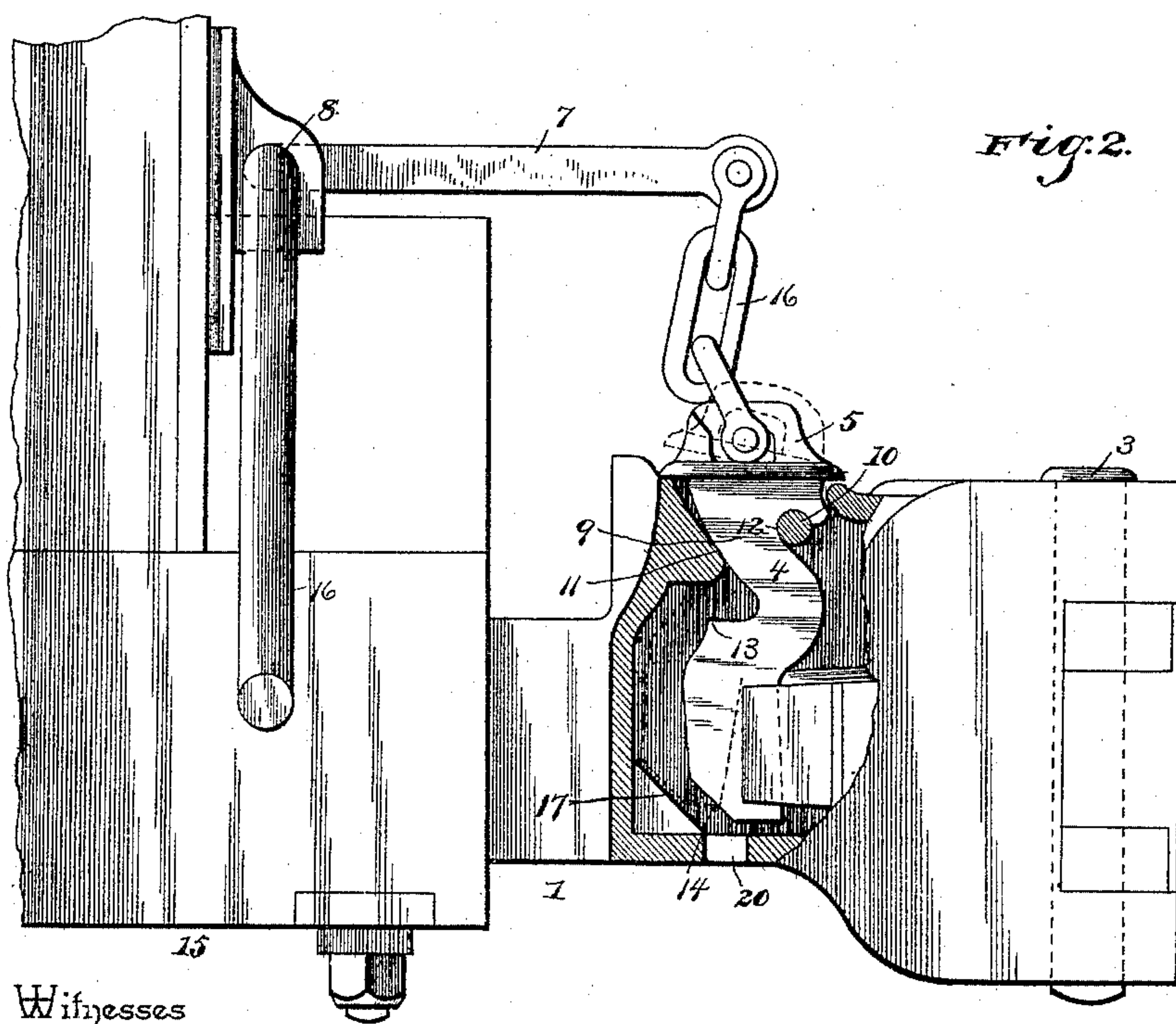


Fig. 2.

Witnesses

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By his Attorneys,

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UNITED STATES PATENT OFFICE.

CHARLIE E. BEAN, OF CHATTANOOGA, TENNESSEE, ASSIGNOR TO PAUL M. REAGAN, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 497,066, dated May 9, 1893.

Application filed May 19, 1892. Serial No. 433,571. (No model.)

To all whom it may concern:

Be it known that I, CHARLIE E. BEAN, a citizen of the United States, residing at Chattanooga, in the county of Hamilton and State of Tennessee, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in twin-jaw car couplings.

10 The object of the present invention is to simplify and improve the construction of twin-jaw car couplings, and to provide one which will couple automatically, and which may be readily uncoupled from the top, bottom or sides of a car, and which should a draw-bar or draw-head break or become detached from a car will uncouple automatically to prevent a draw-bar being entirely drawn out from a car, and allowed to fall upon the track and injure or derail other cars.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

25 In the drawings—Figure 1 is a side elevation partly in section of a car coupling constructed in accordance with this invention. Fig. 2 is a similar view, the catch being shown in engagement with the rear end of the knuckle.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

35 1 designates a draw-head of a twin-jaw car coupling having a knuckle 2 pivoted to it in the usual manner by a knuckle pin 3; and the knuckle is adapted to engage and interlock with a similar knuckle of another draw-head. When the knuckle is closed, its inner end or tail piece is engaged and locked by a latch 4 arranged at the back of the draw-head and extending through an opening in the top of the same and provided with a head 5 which is connected by a chain 6 with an arm 7 of a rock-shaft 8, whereby the latch may be raised and lifted out of engagement with the knuckle as shown in full lines in Fig. 1 of the accompanying drawings, and in dot-

ted lines in Fig. 2. The latch is provided with an inclined neck 9, which is arranged between a transverse pin 10 and an inclined or beveled shoulder 11 formed integral with the back of the draw-head, whereby when the latch is raised it will be drawn rearward out of engagement with the knuckle. The front side of the upper end of the latch is provided with a notch 12 to receive the pin 10, and the inclined neck forms a shoulder 13 at its base, to limit the upward movement of the latch and the lower portion of the latch is set back slightly from the base of the neck, making a bend thereat. The lower end of the latch is beveled at 14, and the back of the draw-head is provided with a beveled enlargement or boss 17 to prevent the latch swinging out of engagement with the knuckle when the draw-head is jarred during coupling. The latch is connected with the car 15 by means of the chain and the rock shaft, and should the draw-bar become loose and slightly pulled out the latch will be automatically raised as shown in Fig 1 of the drawings to uncouple the cars and prevent the draw-bar being entirely separated from the car and allowed to fall upon the track, and thereby cause damage to cars passing over it. The rock-shaft is provided with a handle arm 16 and suitable means may be provided for operating the latch from the top of a car.

80 The draw-head is provided in its bottom with a slot or opening 20 arranged beneath the latch in order that when the coupling is employed on cars which project over the coupling, means may be provided for raising the latch from the bottom of the draw-head.

What I claim is—

1. In a car coupling, the combination of a draw-head provided at the top with a beveled shoulder 11 and having a transverse pin, arranged opposite the shoulders a knuckle pivoted to the draw-head, and a latch mounted on the draw-head and arranged to be engaged by the knuckle and provided with an inclined neck arranged between the pin and the beveled shoulder, said latch having a notch at the front and top of the neck to engage the pin to limit its downward movement and being

extended rearward at the base of the neck to form a stop to limit its upward movement substantially as described.

2. In a car coupling, the combination of a
5 draw-head provided with a beveled shoulder and having a beveled enlargement the former being arranged at the top and the latter at the bottom of the draw-head, a transverse pin,
a knuckle pivoted to the draw-head, and a
10 latch having its lower end beveled and provided at its upper end with an inclined neck

arranged between the shoulder and the transverse pin and having a notch to receive the pin, substantially as described.

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

CHARLIE E. BEAN.

Witnesses:

LOIS L. BEAN,
CHAS. G. WOODS.