

No. 606,935.

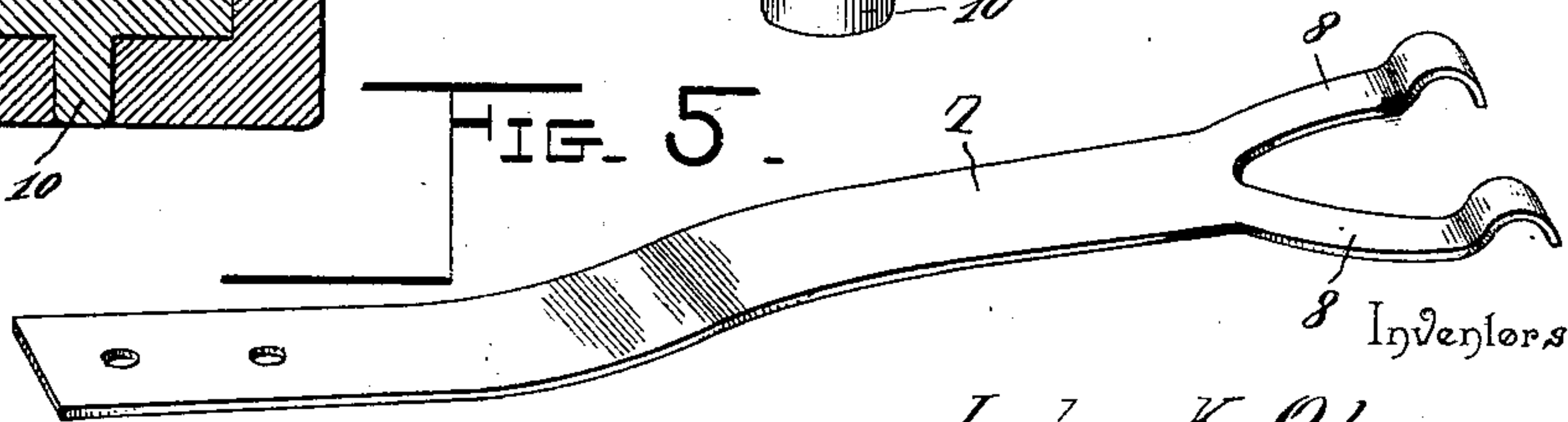
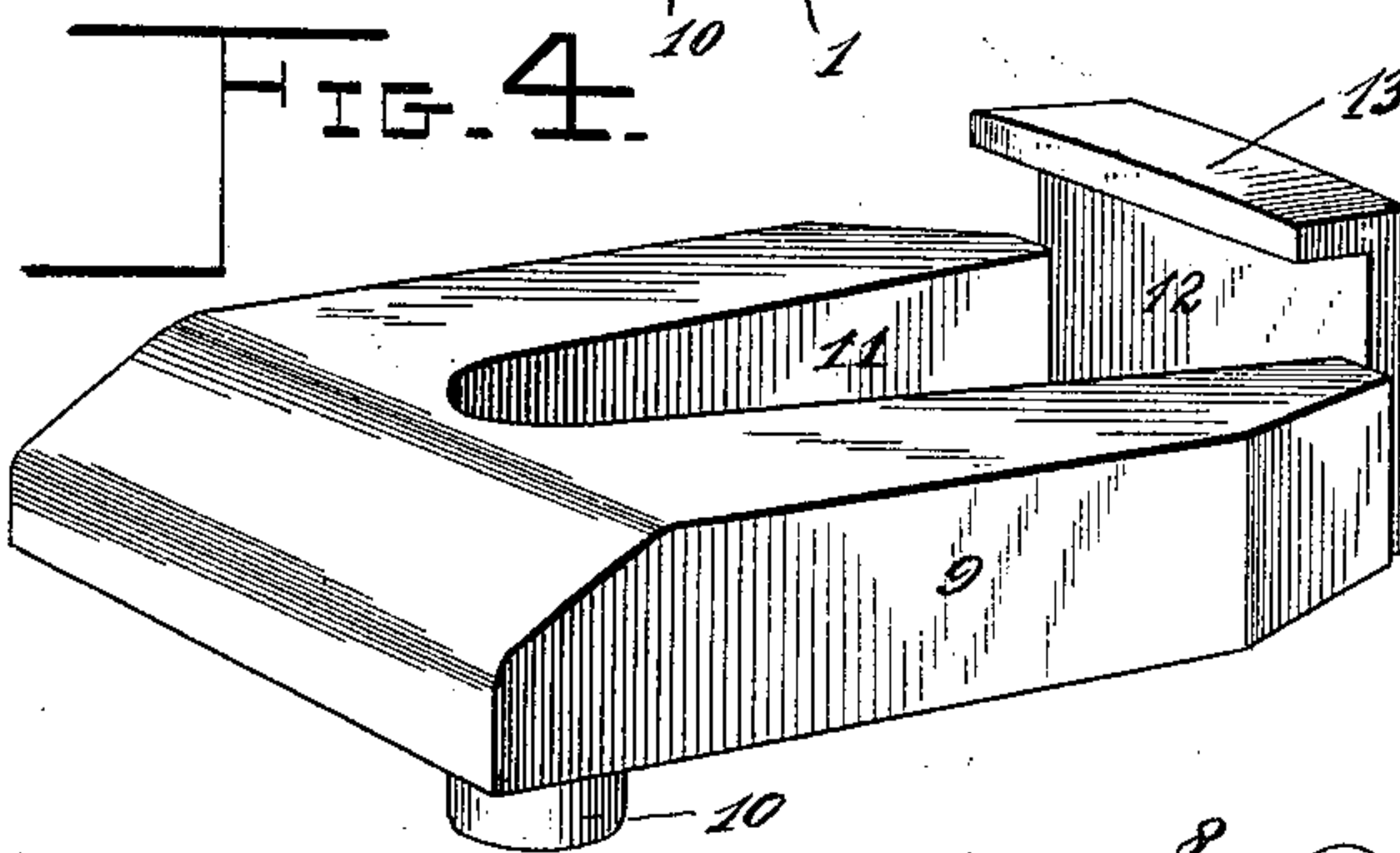
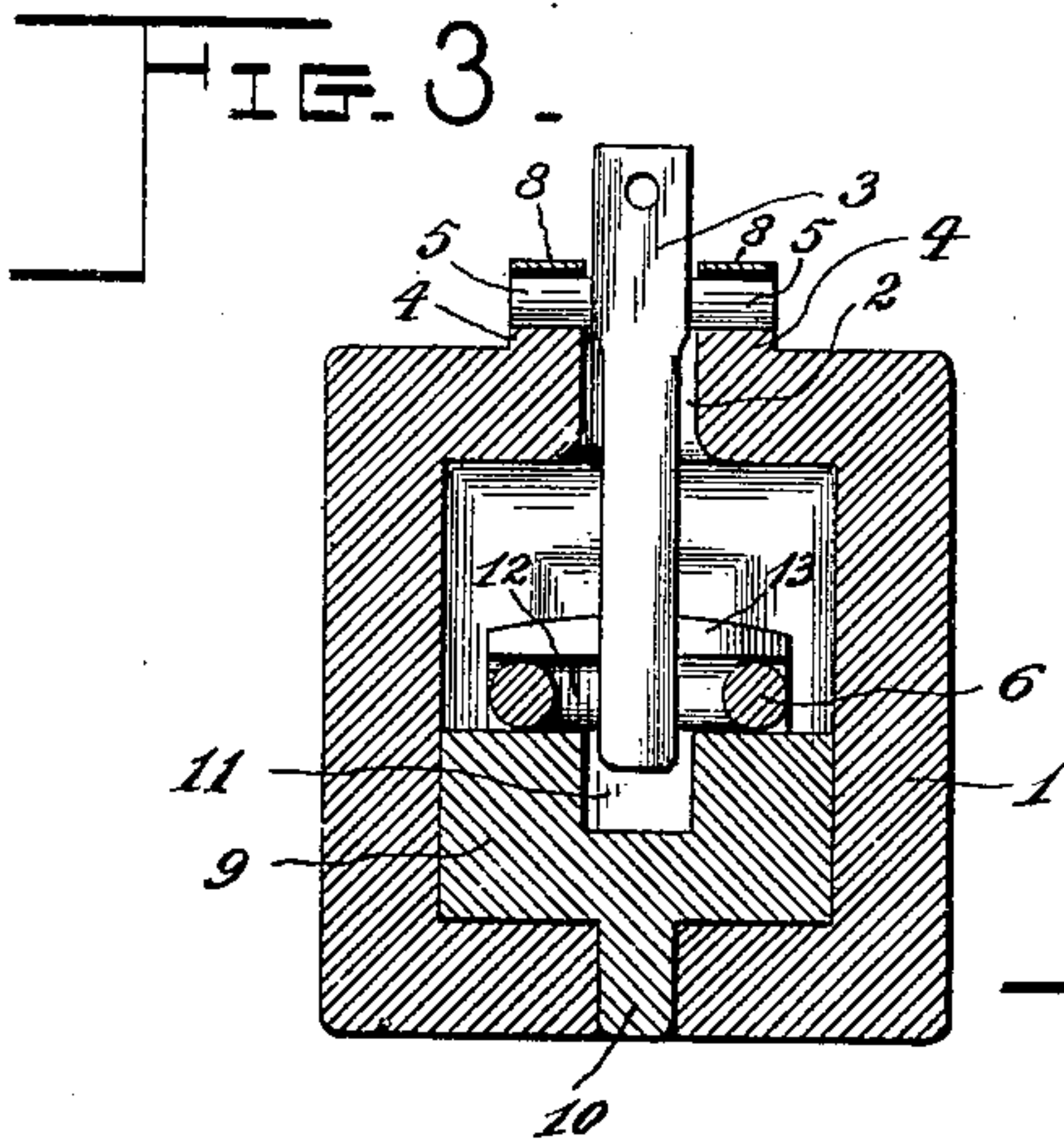
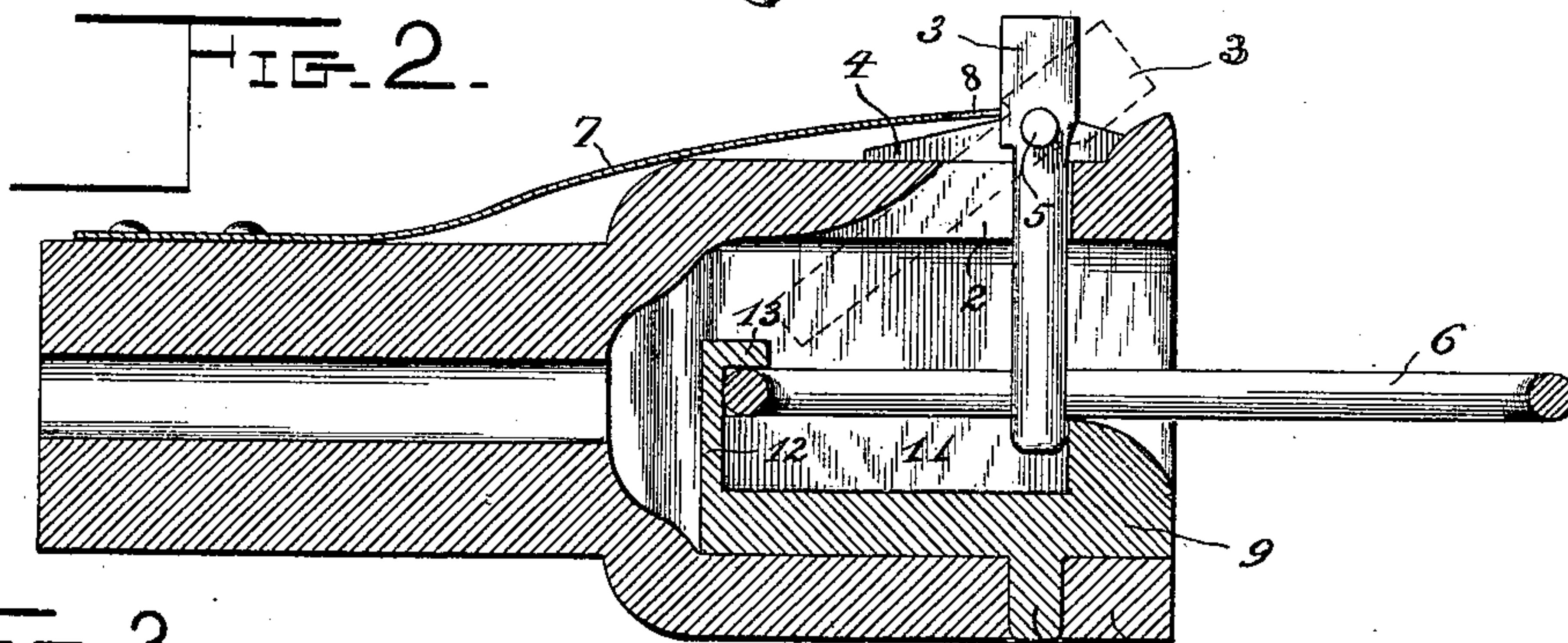
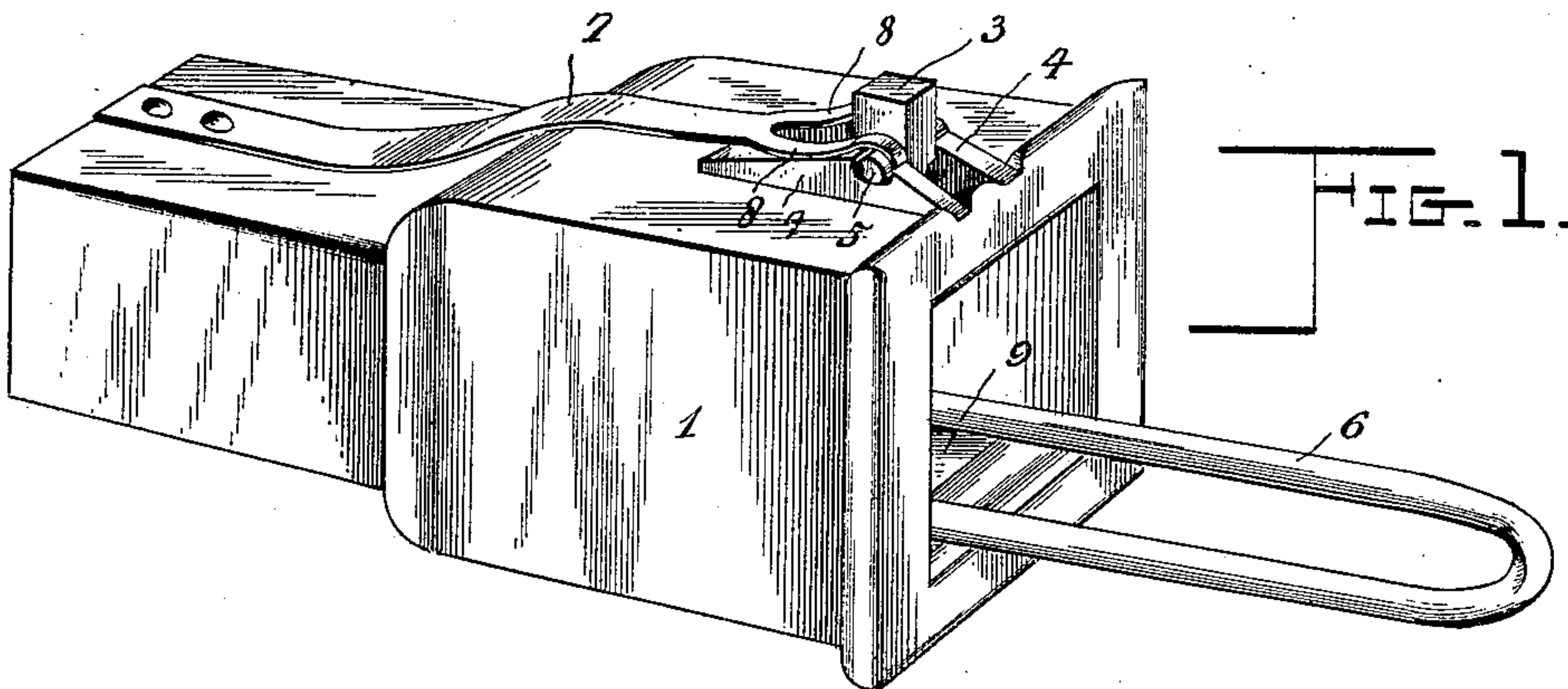
Patented July 5, 1898.

J. K. ODEN & S. K. BOLEMAN.

CAR COUPLING.

(Application filed Nov. 22, 1897.)

(No Model.)



Witnesses

John F. Senfman  
J. H. Wiley

By his Attorneys,

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Chas. Snow & Co.



# UNITED STATES PATENT OFFICE.

JOSHUA K. ODEN AND SIDI K. BOLEMAN, OF LINDEN, TEXAS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 606,935, dated July 5, 1898.

Application filed November 22, 1897. Serial No. 659,437. (No model.)

*To all whom it may concern:*

Be it known that we, JOSHUA K. ODEN and SIDI K. BOLEMAN, citizens of the United States, residing at Linden, in the county of Cass and State of Texas, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to improve the construction of car-couplings and to enable an ordinary pin-and-link car-coupling to be readily and cheaply converted into one which will be capable of coupling  
15 automatically and adapted to be readily uncoupled without going between cars.

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

In the drawings, Figure 1 is a perspective view of a car-coupling constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view of the same. Fig. 3  
25 is a transverse sectional view. Fig. 4 is a detail perspective view of the removable block. Fig. 5 is a similar view of the pin-engaging spring.

30 Like numerals of reference designate corresponding parts in the several figures of the drawings.

1 designates a draw-head constructed similar to the ordinary pin-and-link draw-head  
35 and converted by the means hereinafter described into an automatic car-coupling. The upper portion of the coupling-pin perforation is enlarged to provide a longitudinal slot 2 for the reception of a swinging pin 3, and bearing-blocks 4 are mounted at opposite sides of the slot 2 and provided with bearing-recesses which receive journals 5, extending laterally from opposite sides of the swinging pin. The  
40 swinging pin, which engages a link 6, is retained in the draw-head by a spring 7, mounted upon the top of the same and having its front end bifurcated to form arms 8, which engage the journals 5, and are curved, as shown, to conform to the configuration of the  
45 same. The bearing-blocks or bosses 4, which are located at opposite sides of the longitudinal slot 2, are substantially triangular, be-

ing provided at their apexes with bearing-recesses, and having oppositely-inclined upper edges. The spring enables the pin to swing  
55 freely without leaving its bearings, and it also detachably secures the same to the draw-head. Within the draw-head is mounted a horizontal block 9, having its front end beveled to conform to the bevel of the draw-  
60 head and provided with a depending stud 10, which fits in the lower portion of the coupling-pin perforation, whereby the block is secured within the draw-head. The block which forms the floor of the draw-head is  
65 provided at its upper face with a longitudinal recess 11, tapering toward its front end and receiving the lower end of the swinging pin, which abuts against a shoulder formed by the front wall of the recess, and the latter  
70 permits the pin to swing freely inward to enable a link entering the draw-head to pass under it and be engaged by it. A link entering the draw-head engages the swinging pin and lifts the same, passing under it and  
75 automatically effecting the operation of coupling.

At the rear end of the block 9 is located an arm 12, which is vertical and extends above the block, being provided with a forwardly-  
80 projecting overhanging flange 13, and this flange 13 provides a recess to receive one end of a link and is adapted to hold the latter in a horizontal position for guiding it into the mouth of another draw-head and to obviate  
85 the necessity of going between cars and guiding the link by hand.

The swinging pin projects above the journals, and its upper portion may be connected with any suitable operating mechanism for  
90 enabling the pin to be swung rearward for uncoupling from the top and sides of a car or the platform of a coach.

The invention has the following advantages: The improvements herein shown and  
95 described are adapted to be applied to an ordinary pin-and-link car-coupling to convert the same into an automatic one, and the car-coupling, which is adapted to couple automatically when two cars come together, is  
100 capable of being readily uncoupled without going between cars. It is adapted to support a link in a horizontal position for guiding it into the mouth of another draw-head and



avoid going between cars and guiding it by hand.

Changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

1. In a car-coupling, the combination of a draw-head provided at its top with an opening, a swinging pin mounted in the opening at the top of the draw-head and adapted to couple with an ordinary link, and a block detachably interlocked with the draw-head and forming the floor of the same, said lock being provided at its front with a shoulder to be engaged by the pin, and having at its back an arm arranged to engage the inner end of a link, whereby the same is supported in a horizontal position for guiding it into the mouth of a draw-head, substantially as described.

2. In a car-coupling, the combination of a draw-head provided at its bottom with a perforation, a swinging pin mounted in the draw-head and adapted to couple with an ordinary link, and a block arranged within the draw-head and forming the floor of the same and provided with an integral depending stud detachably interlocked with the perforation of the bottom of the draw-head, said block being provided at its front with a shoulder to engage the pin and having an arm at its back to support a link in a horizontal position, substantially as described.

3. In a car-coupling, the combination of a draw-head provided at its bottom with a perforation or socket, a block arranged within the draw-head, provided in its upper face with a longitudinal recess and having a depending stud fitting in the said perforation or socket, an arm extending upward from the back of the block and provided with a forwardly-projecting overhanging flange, a link engaging the overhanging flange and supported by the same, and a swinging pin having its lower end fitting in the said recess, substantially as described.

wardly-projecting overhanging flange, a link engaging the overhanging flange and supported by the same, and a swinging pin having its lower end fitting in the said recess, substantially as described.

4. In a car-coupling, the combination of a draw-head provided at its top with a longitudinal opening, and having bearings at opposite sides thereof, a swinging coupling-pin operating in the opening of the draw-head and provided with journals arranged in said bearings, and a longitudinal spring secured at its rear end to the top of the draw-head and having its front end free and bifurcated to form a pair of arms, said arms being located at opposite sides of the coupling-pin and bearing upon the journals and detachably securing the coupling-pin to the draw-head, the coupling-pin being adapted to be removed by lifting the front portion of the spring, substantially as described.

5. In a car-coupling, the combination of a draw-head, a block detachably interlocked with the draw-head at the bottom thereof and provided in its upper face with a longitudinal recess, an arm extending upward from the back of the block and provided with a forwardly-projecting overhanging flange, a link engaging the overhanging flange and supported by the same, a swinging pin having its lower end fitted in the recess of the block and arranged to engage the front wall thereof, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

J. K. ODEN.

S. K. BOLEMAN.

Witnesses:

I. H. LANIER,

R. S. PRUIT.