

No. 610,519.

Patented Sept. 13, 1898.

R. C. BECKETT.  
CAR COUPLING.

(Application filed Oct. 25, 1897.)

(No Model.)

Fig. 1.

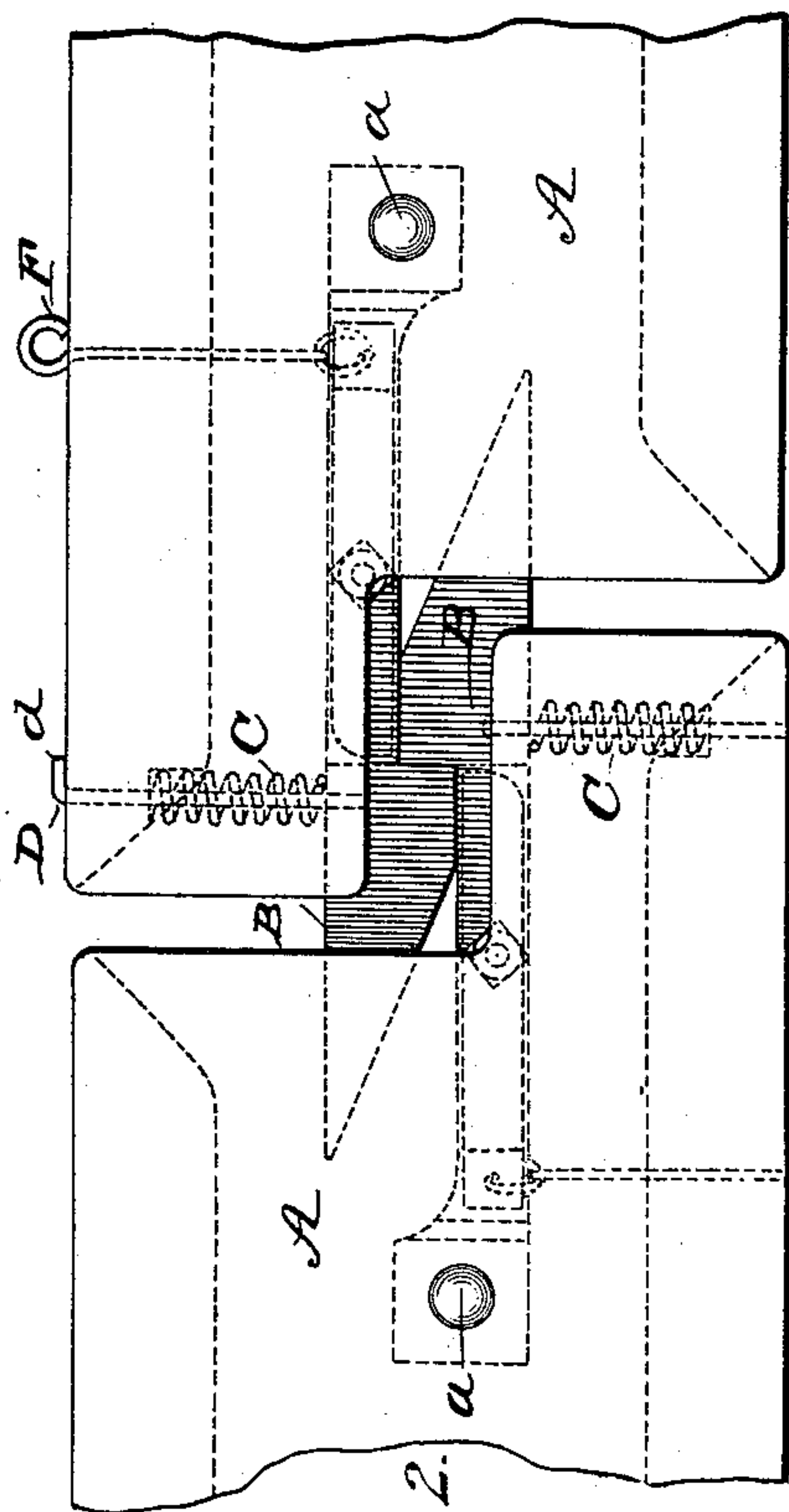
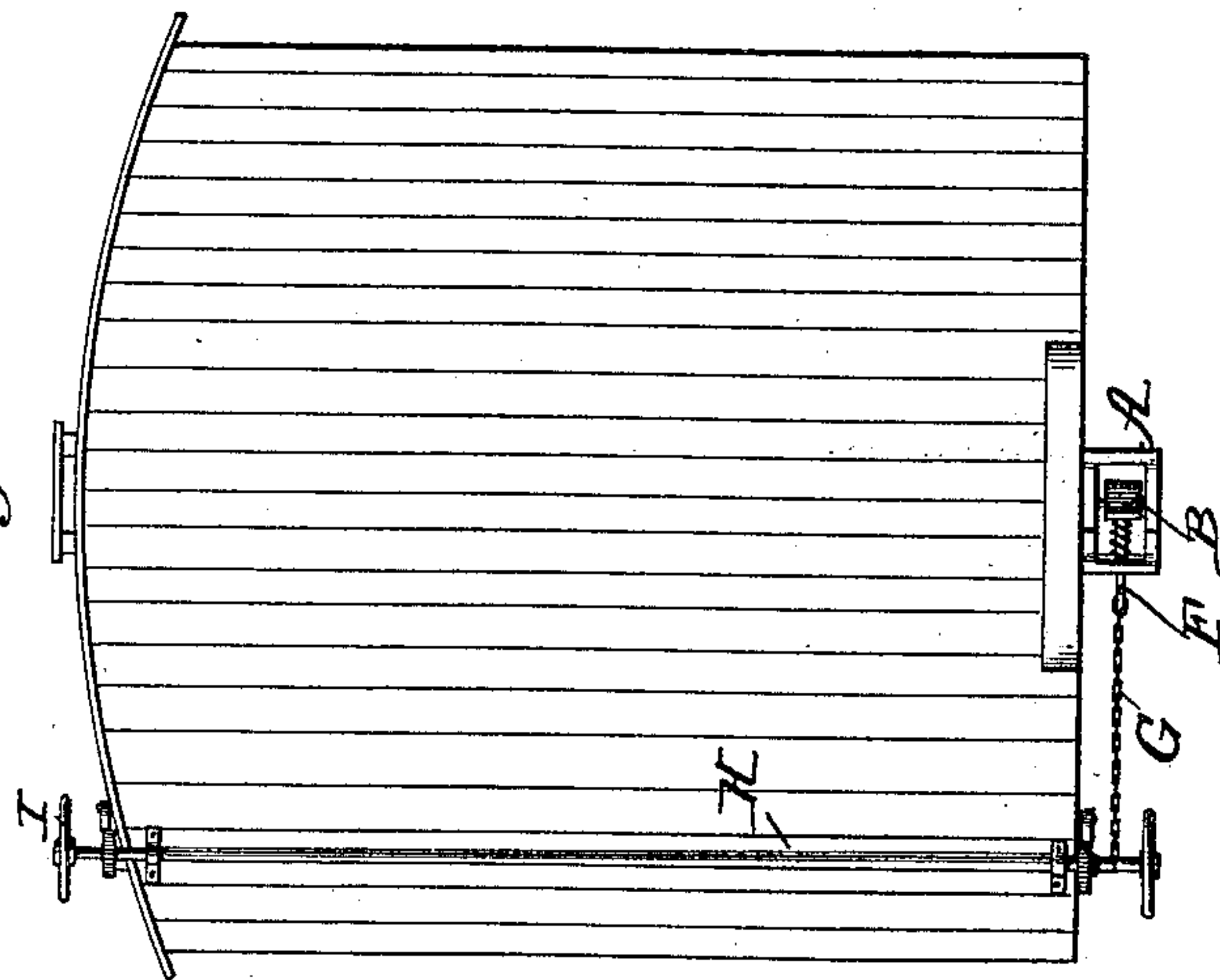


Fig. 2.

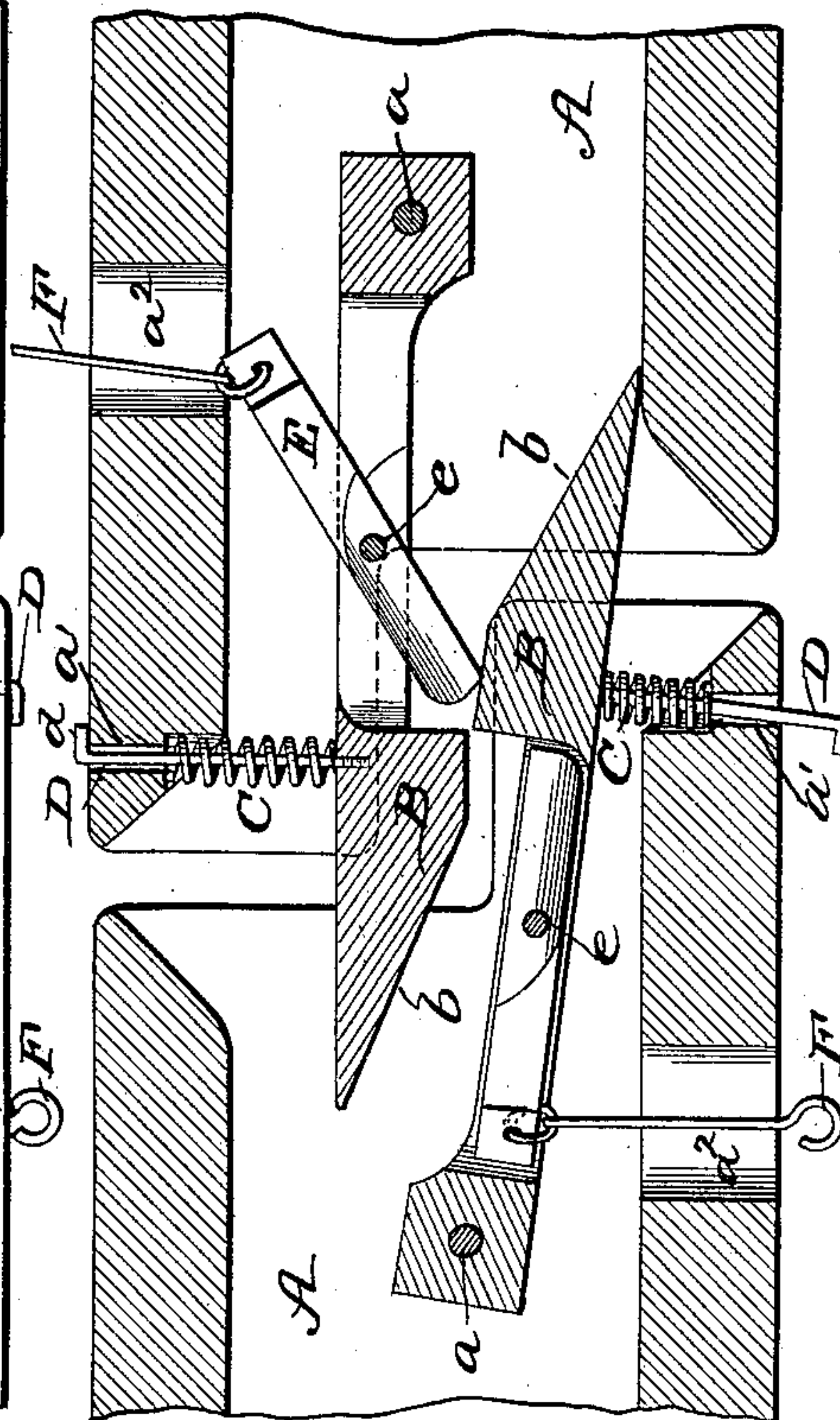


Fig. 3.

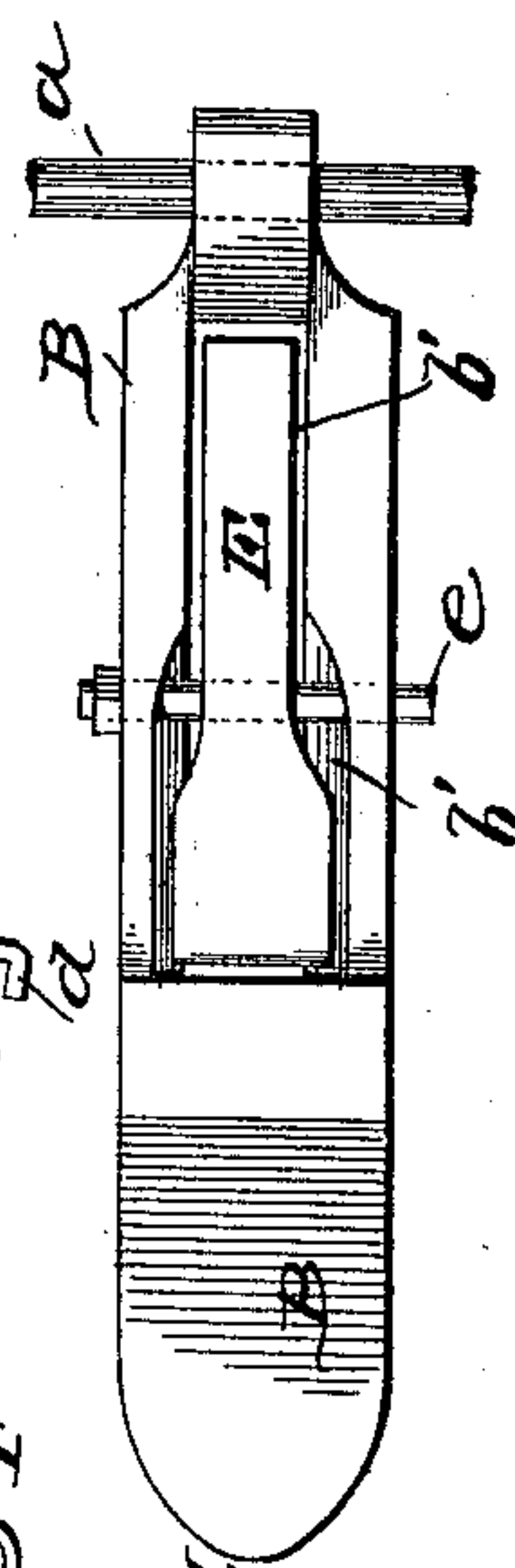


Fig. 4.

Witnesses.

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## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 610,519, dated September 13, 1898.

Application filed October 25, 1897. Serial No. 656,380. (No model.)

*To all whom it may concern:*

Be it known that I, RICHARD C. BECKETT, residing at West Point, in the county of Clay and State of Mississippi, have invented a new and useful Improvement in Car-Couplings, of which the following is a full, clear, and exact description.

My invention is an improvement in automatic pivoted-jaw car-couplings; and the novelty resides chiefly in the construction and arrangement of the springs and disengaging devices with the jaws, as hereinafter set forth and claimed.

In the accompanying drawings, Figure 1 is an end view of a freight-car having my improved coupling attached. Fig. 2 is a plan view of my coupling. Fig. 3 is a central longitudinal section of the coupling. Fig. 4 is a side view of one of the catches and its attached lever-triggers.

The hollow draw-heads A are rabbeted or halved at their meeting ends, which thus form square abutting edges or surfaces. The draw-heads thus protect the coupling mechanism proper and also take the shock attending collision in coupling cars to which they are respectively connected.

Within each draw-head A a catch B is pivotally mounted on a transverse rod  $a$ , and their outer ends  $b$  are beveled and shouldered on the inner side to adapt them to slide into locking engagement, as shown in Fig. 2. Such beveled free end of each catch B is provided with a spring attachment composed of a helical spring C and a hooked rod D, which it encircles. The said rod is permanently connected with the catch B and projects laterally through a hole  $a'$  in the side of the draw-head, the hooked free end of the same overlapping the edge of such hole, as shown. The spring C seats on a shoulder formed in said hole  $a'$ . It is apparent that by this construction and arrangement of the spring attachment the free ends of the catches B are pressed inward far enough to cause engagement of the same and to hold them locked against accidental disengagement; also, that the hooks  $d$  prevent the springs C forcing the catches B inward beyond the point which insures proper sliding engagement of their beveled ends  $b$ .

To disengage the catches B, as illustrated in Fig. 3, I employ devices in the nature of lever-triggers E, which are straight bars arranged in longitudinal slots  $b'$  in the catches B and pivoted on cross-pins  $e$ . A pull-rod F is pivotally connected with the rear end of each trigger and extends through a hole  $a^2$  in the side of a draw-head A, its outer end being in practice connected with another pull-rod or chain, which may extend to the side or top of a car. In Fig. 1 I show a chain G attached and winding on a rotatable vertical shaft H, having a hand-wheel I on each end. This attachment, however, particularly applies to freight-cars.

It will be seen that by the arrangement of the springs C near the front ends of the catches B the springs act with greater power and certainty, and the stop-rods D also serve as holders and guides therefor. Besides, this arrangement leaves space at the rear for application of the pull-rods F, that operate the triggers E. I thus avoid practical defects in couplings of this class in which flat plate-springs are used to act on the rear portion of the draw-heads and in which horizontal rods extend from the side through the catches for operating the triggers.

Having thus described my invention, what I claim is—

The improved car-coupling composed of the hollow draw-heads having their ends halved and forming abutting shoulders, the beveled catches pivoted in the respective draw-heads, the spring attachments of said catches, which consist of hooked stop-rods secured to the free front portions of the catches and extend through adjacent holes in the draw-heads, and helical springs encircling such rods and seated in sockets in the draw-heads, and the lever-triggers composed of straight bars pivoted in a slot in the catches, and pull-rods extending through holes in the draw-heads, as shown and described.

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Witnesses:

J. W. BRADY,  
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