L. T. BEAVER.
Car-Couplings.

No. 196,622 Patented Oct. 30, 1877.

Fig. 1.

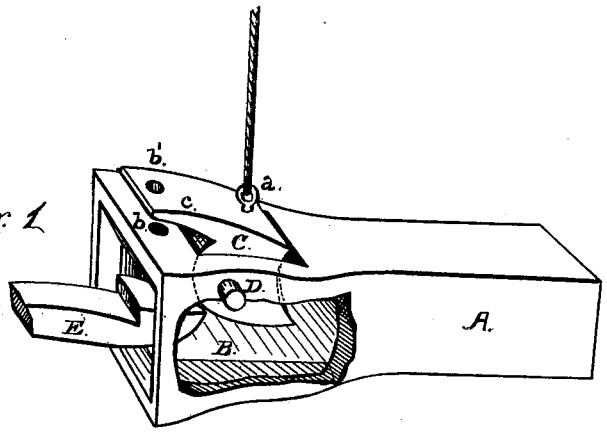


Fig. 2.

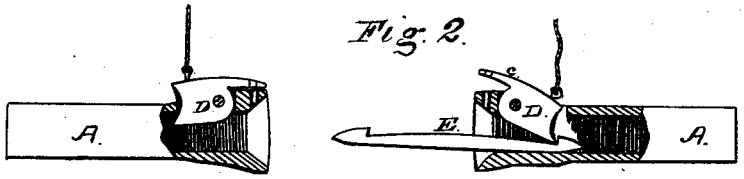


Fig. 3.

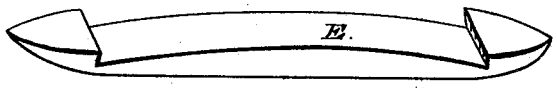
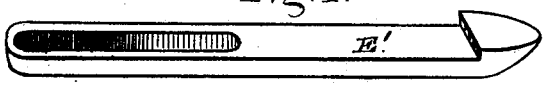


Fig. 4.



Witnesses.
Edward E. Osborn.
Louis Henry Anderson.

Inventor.
Louis T. Beaver
By C. M. Smith
his Attorney.

UNITED STATES PATENT OFFICE.

LEWIS T. BEAVER, OF PLACERVILLE, CALIFORNIA.

IMPROVEMENT IN CAR-COUPLINGS.

Specification forming part of Letters Patent No. **196,622**, dated October 30, 1877; application filed August 7, 1877.

To all whom it may concern:

Be it known that I, LEWIS T. BEAVER, of Placerville, in the county of El Dorado and State of California, have invented a new and useful Improvement in Car-Couplings, which improvement is fully set forth and described in the following specification and accompanying drawing.

In the said drawing, Figure 1 is a perspective view of my improved coupling, with a part of the outer casting broken away to show the parts within. Fig. 2 is a view of my improved couplings, with part broken away, showing the position of the parts in uncoupling one car from another. Figs. 3 and 4 are views of the coupling-links.

The object of my invention is to provide an automatic car-coupling combining strength with simplicity of construction and ease of operation.

It consists in a bumper-head having a recessed chamber, in which is pivoted an eccentric, and provided with a pin-hole in its upper front portion, and a horn on the eccentric projecting over this portion of the bumper, and having a pin-hole coincident with the first-mentioned pin-hole, as fully hereinafter explained.

A represents the draw-head or bumper; B, the recess or chamber; C, the locking-tumbler; D, its pivot; and E, the coupling-bar, with a barbed head.

The eccentric C has an eye or ring, *a*, to which a cord or rod is secured for raising the eccentric when uncoupling the cars.

The chamber B is of such form that the barbed head of the link is held by the eccentric-tumbler against the bottom of the chamber, and while it has sufficient play to allow of the lateral or other movement of the car, there is no liability of the barbed head getting loose or slipping from beneath the tumbler.

The forward end of the bumper-head is provided with a hole, *b*, through which a coupling-pin of ordinary form can be inserted when a car having the ordinary style of draw-head is to be connected with a car having my coupling applied to it.

The eccentric-tumbler keeps its position by its own gravity, and when the end of the coupling-bar, in entering the chamber, pushes it back, it drops in front of the barbed head of the pin, and locks automatically upon it. The upper horn *c* of the tumbler projects over the top of the draw-head, and regulates the extent of the upward motion. Through this horn *c* is formed a hole, *b'*, coincident with the pin-hole *b* in the bumper-head; and in using the ordinary link the coupling-pin is passed down through both of the holes *b' b*, which holds the eccentric C in the head, and prevents it from rattling or working loose.

The coupling-bar E' is employed in connection with my invention when a car having a draw-head of the kind using an ordinary pin is to be coupled to a car with my draw-head and coupling. It is provided with a barbed head at one end, and a slot or link at the other, as shown in the detail view, Fig. 4.

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

The combination, with the bumper-head A, having the recessed chamber B and provided with pin-hole *b*, of the eccentric C, pivoted in said chamber, and having a horn, *c*, projecting over the top of the bumper-head, and provided with a pin-hole, *b'*, coincident with the hole *b*, constructed and arranged substantially as described and shown.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 19th day of June, 1877.

LEWIS T. BEAVER. [L. S.]

Witnesses:
C. W. M. SMITH,
WILLIAM HARNEY.