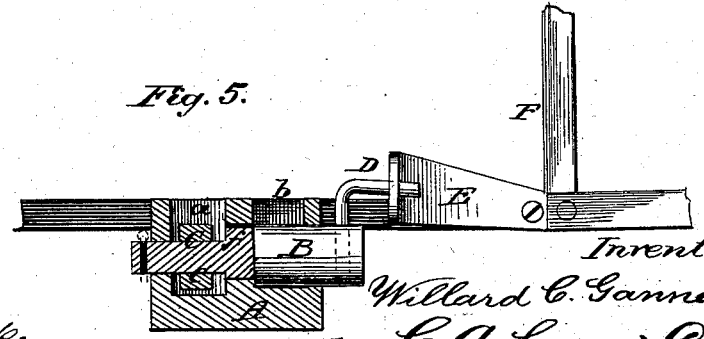
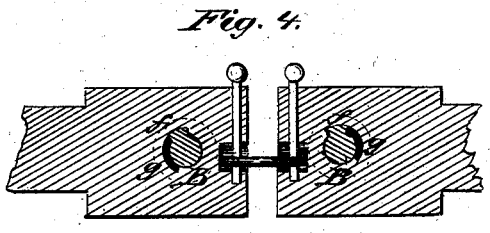
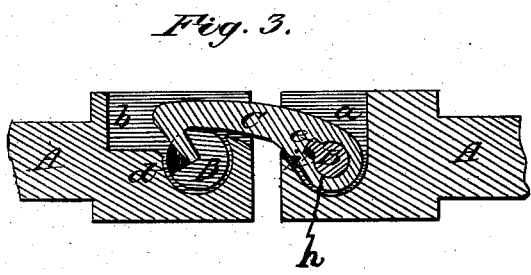
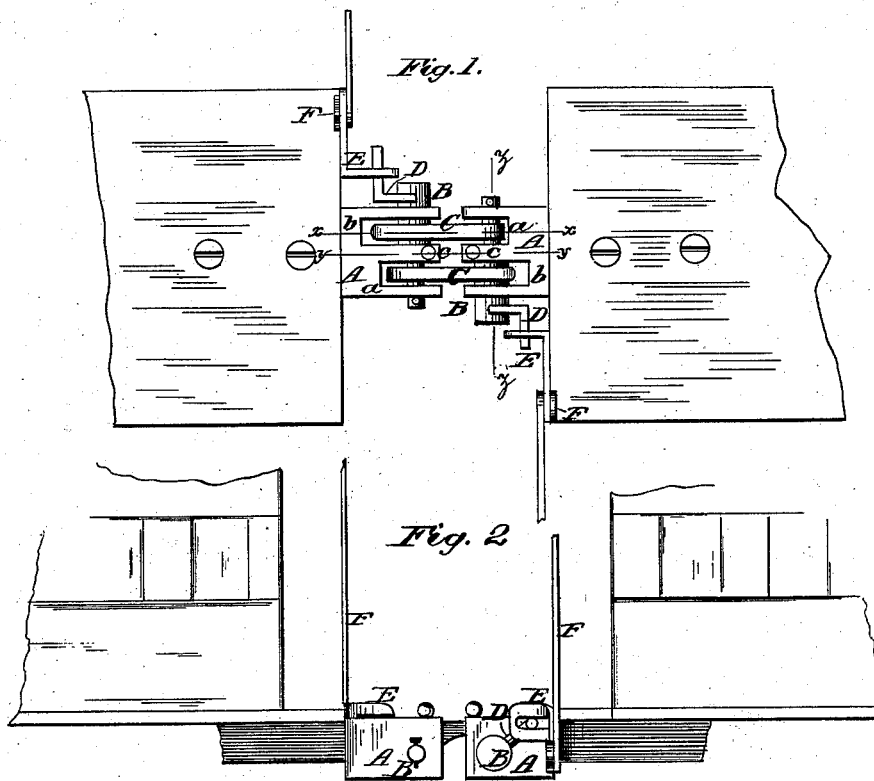


W. C. GANNETT.
Car-Coupling.

No. 205,260.

Patented June 25, 1878.



Witnesses
Fred. & Dietrich
Jos. P. Brooks.

Inventor
Willard C. Gannett,
per C. A. Snow & Co.
 Attys

UNITED STATES PATENT OFFICE.

WILLARD C. GANNETT, OF KNOXVILLE, IOWA, ASSIGNOR OF ONE-HALF HIS RIGHT TO MINOS MILLER, OF SAME PLACE.

IMPROVEMENT IN CAR-COUPINGS.

Specification forming part of Letters Patent No. 205,260, dated June 25, 1878; application filed May 13, 1878.

To all whom it may concern:

Be it known that I, W. C. GANNETT, of Knoxville, in the county of Marion and State of Iowa, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a top plan. Fig. 2 is a side view; and Figs. 3, 4, and 5 are sectional views on the lines *x x*, *y y*, and *z z*, Fig. 1.

Similar letters of reference denote corresponding parts in all the figures.

This invention relates to certain improvements in self-acting or automatic car-couplings; and it consists in the improved construction and arrangement of parts, which will be hereinafter more fully described, with reference to the drawings, in which—

A A represent the draw-heads, which consist of castings having recesses *a b*, divided by a central wall, *c*. Each draw-head has bearings for a transverse horizontal shaft, B, the upper side of which projects into the recesses *a b*.

The portion of shaft B which projects into recess *b* is notched, as shown at *d*, and the portion projecting into recess *a* is provided with a pin, *e*.

The portion of shaft B having its bearing in the central wall *c* is also provided with a pin, *f*, working in a slot, *g*, in the said bearing, for the purpose of confining the rotation of the shaft to about one-fourth of a revolution.

Upon the shaft B, in the recess *a* of the draw-head, is arranged a hook or catch, C. The perforation *h* of this hook has a recess or slot, *i*, to accommodate the pin *e*, which said recess is slightly wider than the pin, so that the catch may be turned a short distance in an upward direction without disturbing the shaft, while, by turning the shaft, the catch is raised by the operation.

One end of shaft B, which projects upon the side of the draw-head, is provided with a crank, D, operated by a slotted lever, E, the end or handle of which reaches to the side of the car.

Lever E has an arm, F, projecting upwardly to the platform or top of the car, from where the coupling may be operated, as well as from the side.

The front of the draw-head may be recessed, and the central wall *c* provided with a vertical perforation, in order that the coupling may be used, when necessary, with the old-fashioned pin and link.

When, in operation, the cars come together, the coupling-hooks of the opposite draw-heads enter the recesses *b b*, and engage with the notches *d* in shafts B, thus performing the coupling automatically.

To uncouple, the shaft B of one of the draw-heads is turned by the lever E and crank D in a rearward direction, thus lifting the coupling-hook out of the notch in the shaft of the opposite draw-head, and at the same time releasing the coupling-hook of the opposite draw-head by turning the notch in shaft B down and out of engagement therewith.

The operation is rapid and simple, and may be performed without danger to the operator.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

1. The combination of the shaft B, having pin *e*, with the coupling-hook C, having perforation *h* and recess or slot *i* of greater width than the pin *e*, substantially as and for the purpose set forth.

2. In a car-coupling, the combination of the partially-rotating shaft B, having notch *d*, with the coupling-hook C, when arranged and operating substantially as herein described, for the purpose set forth.

3. The partially-rotating shaft B, having notch *d*, coupling-hook C, and crank D, in combination with the slotted lever E, having arm F, substantially as herein described, for the purpose set forth.

4. As an improvement in car-couplings, the

draw-head A, having recesses *a b*, in combination with the shaft B, having notch *d*, coupling-hook C, and crank D, and the lever E, having arm F, all arranged and operating substantially as herein set forth, for the purposes shown and specified.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in presence of two witnesses.

WILLARD C. GANNETT.

Witnesses:

A. R. CLARK,
L. N. HAYS.