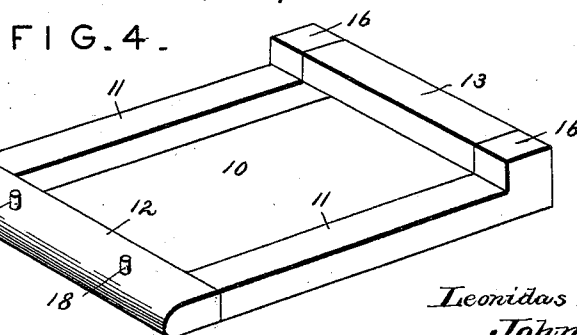
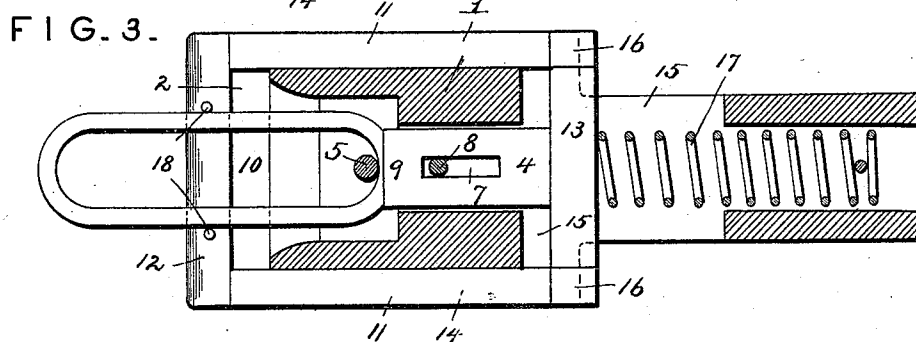
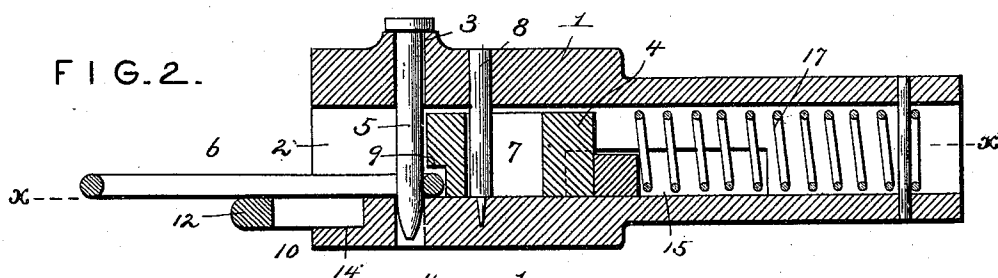
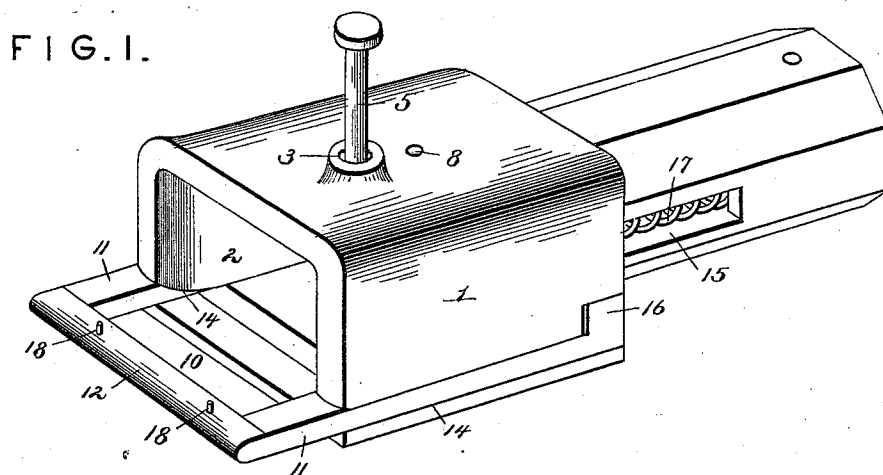


(No Model.)

L. TRIPLETT, Jr. & J. FRY.
CAR COUPLING.

No. 504,408.

Patented Sept. 5, 1893.



Witnesses

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UNITED STATES PATENT OFFICE.

LEONIDAS TRIPLETT, JR., AND JOHN FRY, OF MOUNT JACKSON, VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 504,408, dated September 5, 1893.

Application filed May 12, 1893. Serial No. 474,002. (No model.)

To all whom it may concern:

Be it known that we, LEONIDAS TRIPLETT, Jr., and JOHN FRY, citizens of the United States, residing at Mount Jackson, in the county of Shenandoah and State of Virginia, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

The object of the present invention is to improve the construction of car couplings, to provide one which will couple automatically to avoid the necessity of persons going between cars, and to provide means for supporting a link to enable it to be readily directed into the mouth of a draw-head.

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.

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. Fig. 3 is a horizontal sectional view on line $x-x$ of Fig. 2. Fig. 4 is a detail perspective view of the link supporting frame.

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

1 designates a draw-head having a longitudinal link-cavity 2 and provided with a coupling pin perforation 3 and having mounted in it at the rear of the link-cavity a spring actuated pin supporting block 4, adapted when the coupling pin 5 is raised, to be advanced in the link opening or cavity beneath the coupling pin perforation to support the coupling pin in an elevated position preparatory to coupling. A link 6 is adapted to enter the draw-head, and engage the pin supporting block, and move the same rearward from under the coupling pin, to cause the latter to fall and engage the link. The block 4 is provided with a vertical longitudinal opening 7, which receives a pin 8 of the draw-head to limit the movement of the block; and the front end of the latter is recessed at the lower edge to form a shoulder 9, which is adapted to engage the inner end of the link to prevent the latter sagging. The rear end of the block

is engaged by a spring actuated link supporting frame 10, which is rectangular in form and consists of side bars 11, a front cross-piece 12 and a rear cross-piece 13. The side bars 11 are arranged in horizontal grooves 14 of the sides of the draw-head; and the rear cross-piece is arranged in a longitudinal horizontally disposed slot 15 of the draw-head and its shank, which is hollow. The rear ends of the side-bars 11 are provided with extensions or lugs 16 to elevate the rear cross-piece 13 above the plane of the side-bars 11; and the rear cross-piece 13 is engaged by a spiral spring 17 arranged with the shank of the draw-head. The link supporting frame extends outward beyond the draw-head, and is adapted to serve as a buffer; and the front cross-piece is beveled slightly and provided with projections 18 which prevent a link slipping laterally.

Any suitable means may be provided for elevating the coupling pin from the top and sides of a car and for moving the link supporting frame rearward to relieve the coupling pin of the pressure of the spring when it is desired to lift the coupling pin for uncoupling, and for arranging it for automatic coupling.

The front of the draw-head is provided at opposite sides with notches at the front ends of the horizontal grooves to permit the front cross-bar of the rectangular link supporting frame to be forced inward flush with the front of the draw-head to prevent injury to the link supporting frame when cars come together for coupling.

It will be seen that the car coupling is simple and inexpensive in construction, positive and reliable in operation and capable of automatic coupling to obviate the necessity of going between the cars.

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

What we claim is—

1. In a car coupling, the combination of a draw-head having a link cavity and a coupling pin perforation, a pin supporting block arranged within the draw-head and having a limited movement, and a link supporting frame projecting beyond the draw-head and

mounted thereon, and engaging the block and adapted to be moved rearward independent of the block, substantially as described.

2. In a car coupling, the combination of a
5 draw-head provided in its sides with horizontal grooves and having a horizontal slot, a pin supporting block arranged within the draw-head and having a limited movement, a
10 rectangular link supporting frame having side-bars arranged within the grooves, a rear cross-bar working in the slot and a front cross-bar arranged in advance of the draw-head, and a spring for engaging the pin supporting frame, substantially as described.

15 3. The combination of a draw-head provided in its sides with horizontal grooves and having in rear thereof a horizontal slot, a pin supporting block arranged in the draw-head and

having a limited movement, and a rectangular link supporting frame having side-bars 20 arranged in the grooves, a rear cross-bar located in the slot and a front-cross-bar arranged in advance of the draw-head and provided with link engaging projections, substantially as described.

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

LEONIDAS TRIPLETT, JR.

his
JOHN X FRY.
mark

Witnesses:

C. L. BOWMAN,
LEWIS APPERSON.