(No Model.)

M. L. STROTHER.

CAR COUPLING.

No. 449,713. Patented Apr. 7, 1891.

Fig. 1

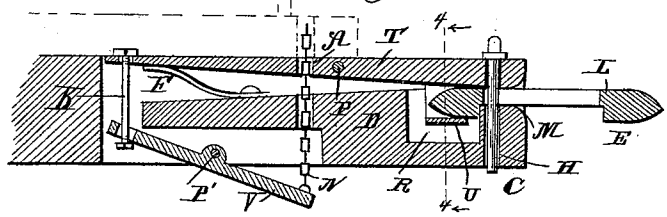


Fig. 2

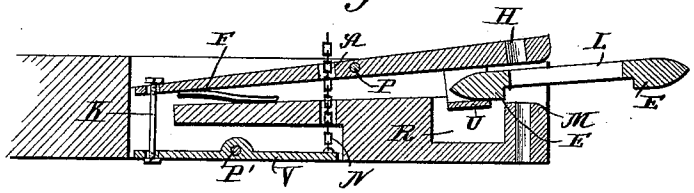


Fig. 3.

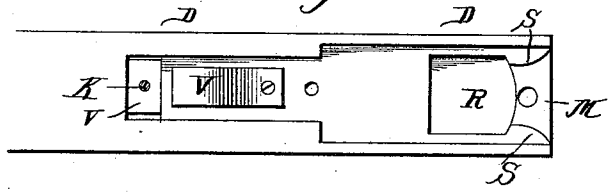


Fig. 4.

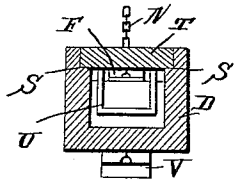
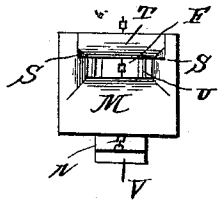


Fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

MARTIN L. STROTHER, OF SORGHO, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 449,713, dated April 7, 1891.

Application filed December 1, 1890. Serial No. 373,217. (No model.)

To all whom it may concern:

Be it known that I, MARTIN L. STROTHER, a citizen of the United States, residing at Sorgho, in the county of Daviess and State of Kentucky, have invented a new and useful Car-Coupling, of which the following is a specification.

This invention relates to car-couplings; and the object of the same is to effect improvements upon devices of this character.

To this end the invention consists of the details of construction which will be hereinafter more fully described and claimed, and as illustrated in the accompanying drawings, wherein—

Figure 1 is a central longitudinal section showing the parts as coupled. Fig. 2 is a similar section showing the parts as in position to release the link. Fig. 3 is a plan view with the top of the draw-head removed. Fig. 4 is a section on the line 4 4 of Fig. 1. Fig. 5 is a front elevation of the draw-head.

Referring to the said drawings, the letter D designates a draw-head having a flaring mouth M, in rear of which is a downwardly-extending recess R, and T is the top of the draw-head, which closes the same and is mounted on a horizontal pivot-pin P. Depending from this top is a U-shaped yoke U, which passes into the recess R, as shown in Fig. 1. Within the draw-head is secured a flat spring F, whose free rear end bears upwardly against the top T, turns the latter around its pivot P, and throws its front end downwardly onto shoulders S, formed in the mouth, as seen in Fig. 5.

L is a link, which is of the usual construction, except that it has thickened ends E, the thickness being upon the lower side of the link, and when this link is passed into the mouth of the draw-head the thick end thereof raises the front end of the top T until the thick end has passed over the mouth and is pressed into the recess R. A coupling-pin C may be provided, which passes through a pin-hole H in the top and in the mouth forward of the recess R, as shown, although this pin is only used for the sake of greater security, and is not absolutely necessary in the act of coupling cars by my improved means.

The letter V designates a lever mounted on a pivot P′, extending horizontally therethrough at about its center and located in an opening in the bottom of the draw-head near its rear end, and the rear end of this lever is connected by a link K with the rear end of the top T. From the front end of the lever a chain N extends upwardly through the draw-head and through an aperture A in the top, whence it passes upwardly through the car, if it be a box-car, or through the body of a platform-car to within reach of the operator who may be standing thereon or on the ground at either side thereof, all as well understood in this class of devices.

When it is desired to uncouple the cars, the chain N is drawn upon, whereby the lever V is turned on its pivot and the top T is also tilted, thereby compressing the spring F and raising the front end of the top. The yoke U, which stands below the end of the link, which is thickened, as at E, rises with the front end of the top and causes the thickened portion or shouldered end of the link to rise from behind the mouth M of the draw-head, and the link is therefore free to be withdrawn. If a coupling-pin C has been inserted through the hole H, (as for safety and to prevent a possible accidental uncoupling,) this pin must of course be first removed before the uncoupling can take place, as above described; but such pin will only be used on rare occasions.

Considerable change may be made in the details of construction without affecting the principle of my invention.

What is claimed as new is—

1. In a car-coupling, the combination, with the open-topped draw-head having a recess in rear and shoulders at each side of its mouth, a top thereto mounted on a pivot in said draw-head, said top and draw-head having aligned pin-openings forward of the recess, a U-shaped yoke depending from said top and standing in said recess, and means for rocking said top, of a link having thickened shouldered ends adapted to pass into said mouth and into the yoke, and a coupling-pin removably seated in said pin-openings, as and for the purpose set forth.

2. In a car-coupling, the combination, with the open-topped draw-head having a recess in rear of its mouth, a top thereto mounted on a

pivot between its ends in said draw-head, a U-shaped yoke depending from said top and standing in said recess, and a link having enlarged and shouldered ends, of a lever pivoted between its ends in a recess in the bottom of the draw-head, a link connecting the rear ends of the top and lever, and a chain extending from the front end of the lever upwardly through the draw-head and through an aperture in the top to within reach of the operator, all as and for the purpose hereinbefore set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

MARTIN L. STROTHER.

Witnesses:
R. A. STEWERT,
R. HARRIS.