

L. SIBLEY.
Car-Coupling.

No. 168,190.

Patented Sept. 28, 1875.

Fig: 1.

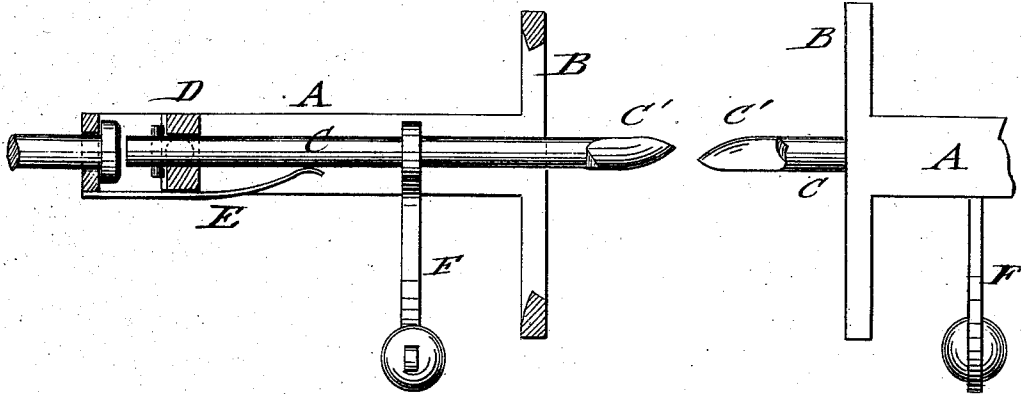


Fig: 2.

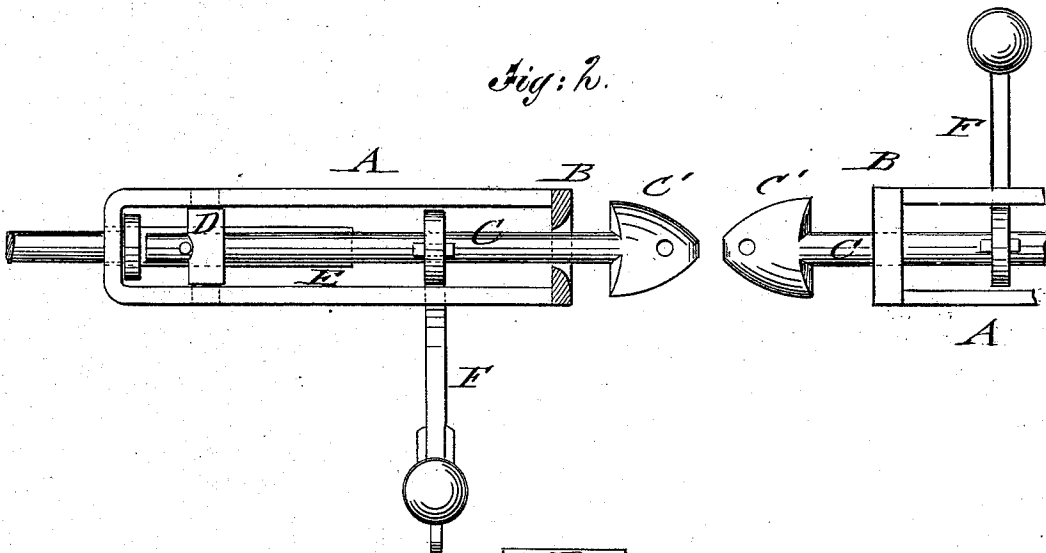
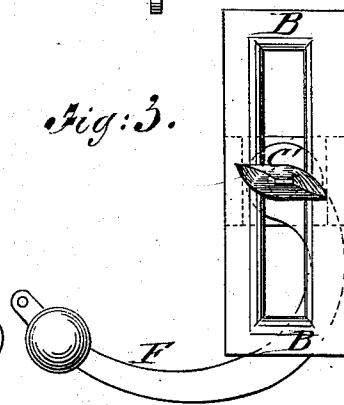


Fig: 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

LEWIS SIBLEY, OF RAMAPO, NEW YORK.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. **168,190**, dated September 28, 1875; application filed August 21, 1875.

To all whom it may concern:

Be it known that I, LEWIS SIBLEY, of Ramapo, in the county of Rockland and State of New York, have invented a new and Improved Car-Coupling, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a sectional side view, Fig. 2 a top view, and Fig. 3 a front view, of my improved car-coupling.

Similar letters of reference indicate corresponding parts.

The invention will first be described in connection with the drawing, and then pointed out in the claim.

In the drawing, A represents a draw-head with oblong tapering mouth B, that gives the necessary play to the link in vertical direction, and allows the coupling with cars having platforms of different heights. The draw-head may be made with open top and bottom, or closed, as described, a slotted recess being in the latter case provided for the weighted lever of the coupling-link. The link C is swiveled to a pivot-block, D, at the rear part of the draw-head, so as to turn freely therein. The front end of the link extends to the outside of the mouth of the draw-head, and has an arrow or spear shaped head, C', with a hole for the common pin-and-link coupling. The arrow-head C' is rounded off in front, and beveled at the sides, for the purpose of facilitating, by the contact with curved mouth of the draw-head, the ready swiveling or revolving of the link into vertical direction. The horizontal position of link for coupling is produced by a supporting band-spring, E, that is attached to the rear end of the draw-head, and extended forward under the link, sustaining it for coupling, while giving way sufficiently when being coupled with lower draw-head.

A curved lever-arm, F, with weighted end, is keyed near the middle part of the link, extending to the side of the draw-head, and being connected by a chain or rope with the uncoupling mechanism at the platform or top of the car.

When the weighted lever is raised the link turns, and the arrow-head assumes a vertical position, in which the uncoupling is readily produced. When the lever is dropped the arrow-head of the link is in horizontal position, and is turned, by the contact with the approaching draw-head, readily into vertical position, so as to pass through the mouth of the same, assuming instantly its horizontal position, and coupling thereby the draw-heads.

The ready turning and swinging of the pin by means of the pivot-block renders the coupling action perfectly reliable, the same effect being, however, also produced by substituting in place of the weight of the lever a spiral spring around the link, which spring carries the link into horizontal position as soon as its head or lever is released.

The car-coupling is very simple in construction, adapted to connect cars with platforms of different heights, and to readily couple and uncouple without the least danger.

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

The combination of swiveled link C, pivoted block D, supporting-spring E, and weighted lever F, as and for the purpose specified.

LEWIS SIBLEY.

Witnesses:

R. J. DAVIDSON,
W. H. HOLLISTER.