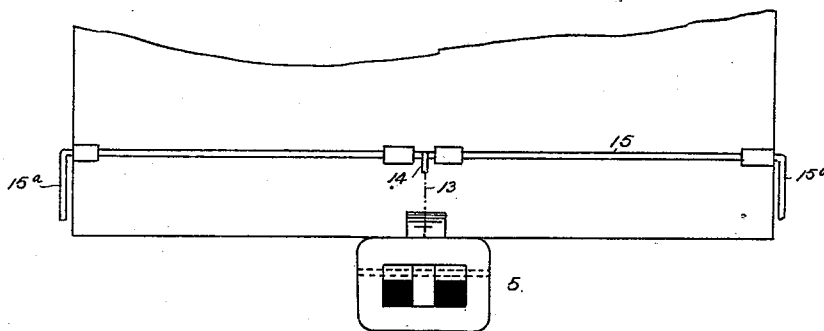
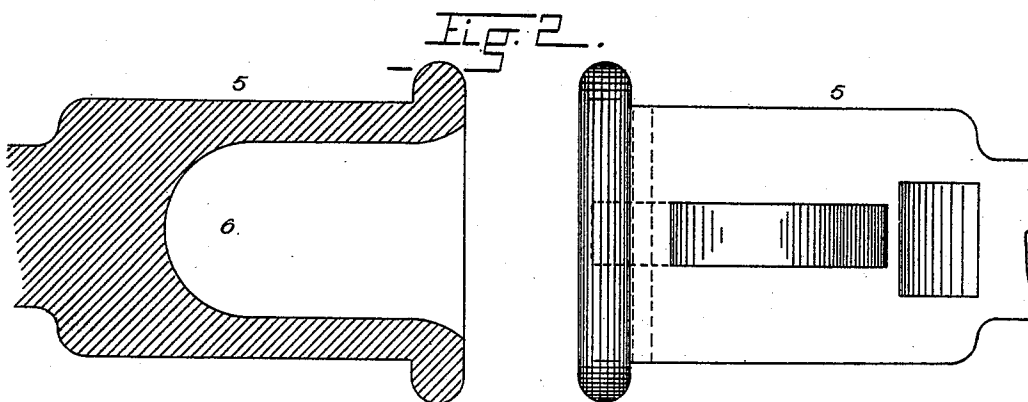
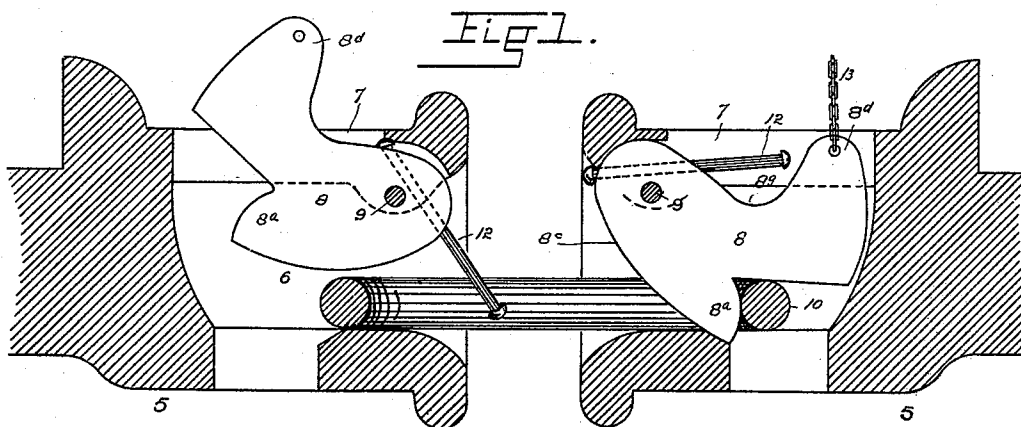


(No Model.)

L. S. STREPEY.
CAR COUPLING.

No. 536,741.

Patented Apr. 2, 1895.



WITNESSES:
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UNITED STATES PATENT OFFICE.

LINDSAY S. STREPEY, OF ASPEN JUNCTION, COLORADO, ASSIGNOR OF ONE-HALF TO JOHN A. SMITH AND WILLIAM CONERTY, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 536,741, dated April 2, 1895.

Application filed June 25, 1894. Serial No. 515,586. (No model.)

To all whom it may concern:

Be it known that I, LINDSAY S. STREPEY, a citizen of the United States of America, residing at Aspen Junction, in the county of Eagle and State of Colorado, have invented certain new and useful Improvements in Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in car couplers; and my object is to provide a device of this class which shall be simple in construction, economical in cost, reliable, durable, efficient in use and automatic in operation.

To these ends, the invention consists of the features hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a section taken through two adjacent draw-heads, the coupling devices being shown in elevation, one being in the coupled and the other in the uncoupled position. Fig. 2 is a top or plan view of the draw-heads, the one on the left being shown in horizontal section. Fig. 3 is a fragmentary end view of a car provided with a draw-head, shown on a small scale, and equipped with my improved coupling device, shown in connection with suitable mechanism attached to the end of the car for raising the coupling device to the uncoupled position.

Similar reference characters indicating corresponding parts in the views, let the numeral 5 designate the draw-head provided with the link recess 6, and an opening 7 in the top communicating with the link recess. In the draw-head is located the coupling device 8 pivoted on a pin 9 passed through the upper front part of the draw-head and an aperture formed in the corresponding part of the coupling device. This coupling device is provided with the hook-shaped part 8^a, the upwardly projecting rear part 8^d pro-

vided with an aperture, and the recessed upper part 8^e.

In the upper forward part of the coupling device is located a bar 12 adapted to slide in an aperture formed in said device. The extremities of this bar are enlarged to prevent its slipping out of the aperture in which it is adapted to move.

To the part 8^d of the coupling device is attached a chain 13 whose upper extremity is connected with an arm 14 made fast to a transverse bar 15 rotatably attached to the end of the car and provided with cranks 15^a at its extremities, whereby the rod may be manipulated and the coupling device raised to the position shown at the left in Fig. 1, and temporarily fastened by the weight of the bar 15 and the cranks 15^a, which weight, together with the friction between the bar and its bearings attached to the end of the car is sufficient to overcome the gravity of the coupling device and automatically support the latter in the raised position until the coupling device is thrown down by the engagement of the link with the set bar 12 in the manner hereinafter set forth. This raising of the coupling device leaves the link 10, which is of ordinary construction, free to move out of the draw-head. As the coupling device is raised, the sliding bar 12 moves downward by gravity, its lower or forward portion occupying a position in the path of the link as it moves out of the draw-head. Hence, as the link 10 engages the bar 12, the coupling device is thrown downward from the position shown at the left in Fig. 1 to that shown at the right in the same figure. The coupling device is therefore set by the link, or placed in a position ready for coupling automatically. When in the position ready for coupling, one extremity of the link is located in the draw-head and engaged by the coupling device, while the opposite extremity protrudes from the draw-head and is ready to engage the curved face of the opposite coupling device as the draw-heads approach each other. The link is held in the horizontal position by the gravity of the coupling device belonging to the draw-head carrying the link. As the protruding extremity of the link en-

gages the coupling device of the opposite draw-head, said device is raised sufficiently to allow the link to slip into the draw-head, when the coupling device falls by gravity to the coupling position and holds the link extremity, the cars being coupled.

Having thus described my invention, what I claim is—

In a car coupler, the combination with the draw-head having an opening in the top communicating with the link recess, the hooked coupling device supported on a pivot located in the upper forward part of the draw-head, the set bar slidably attached to the upper forward part of the coupling device, whereby when said device is raised in uncoupling the cars, the said bar moves to a position in the path of the link as it passes out of the draw-

head, and means for raising the coupling device to the uncoupled position, said means consisting of a crank bar movably mounted on the end of the car, and a suitable connection leading from said bar to the coupling device, the gravity and arrangement of the parts being such that the uncoupling means will automatically support the coupling device in the raised position until the latter is thrown down by the engagement of the link with the set bar, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

LINDSAY S. STREPEY.

Witnesses:

G. J. ROLLANDET,
CHAS. E. DAWSON.