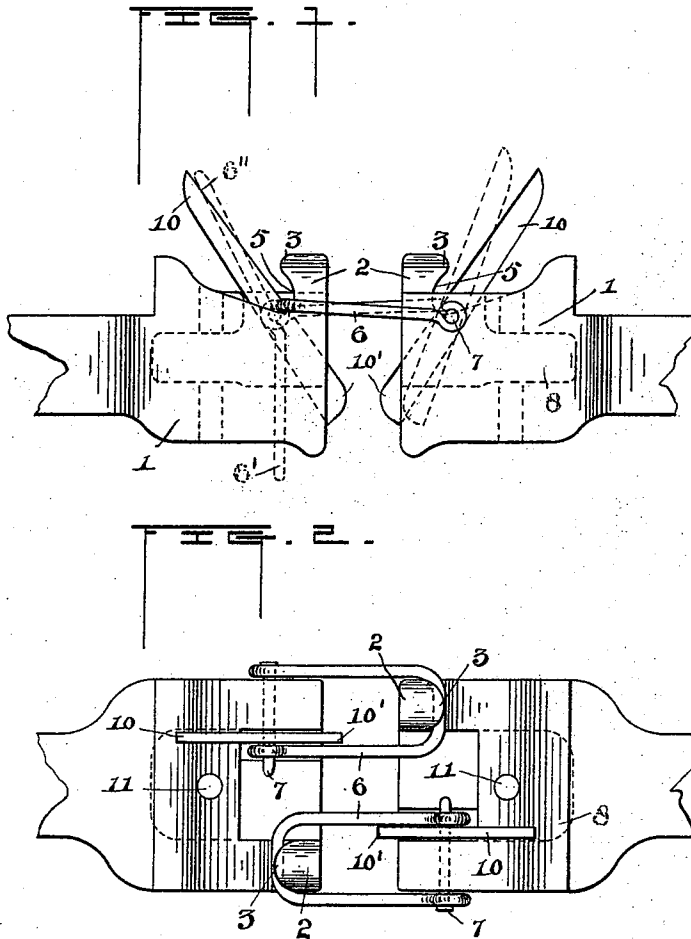


(No Model.)

A. PRICE.
CAR COUPLING.

No. 494,691.

Patented Apr. 4, 1893.



WITNESSES

Alex. M. Catlin
O. H. Kian

INVENTOR

Alexander Price
by Benj. R. Catlin

UNITED STATES PATENT OFFICE.

ALEXANDER PRICE, OF CATO, MISSISSIPPI.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 494,691, dated April 4, 1893.

Application filed September 16, 1892. Serial No. 446,063. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER PRICE, a resident of Cato, in the county of Rankin and State of Mississippi, have invented certain
5 new and useful Improvements in Car-Couplers; and I do hereby 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 pertains to make and
10 use the same.

The invention relates to automatic car couplers of the hook and link type and to that class in which each member is provided with a fixed hook and a pivoted link and its object
15 is to provide efficient means for automatically throwing the links over the hooks and for the ready and secure engagement thereby; and the invention consists in the construction hereinafter described and particularly
20 pointed out.

In the accompanying drawings: Figure 1 is a side elevation; and Fig. 2 is a plan of the improved coupler.

Numerals 1 indicates the draw heads. On
25 the upper side of each of these is fixed a hook 2 preferably integral with the head. This hook is narrowed on its upper and rear part 3 and rounded below and undercut at 5 all for the purpose hereinafter stated.

6 denotes the links suitably pivoted in the draw-heads at the side thereof and each opposite a hook in the opposing head in position to be thrown over it.

Each link is pivotally secured by means of
35 a bolt 7 and is adapted when desired to turn on the bolt and hang below the head as shown in dotted lines at 6' in Fig. 1. To adjust it for coupling it is raised to the position indicated in the same figure by dotted lines 6'',
40 in which position it is sustained by a pivoted tripping lever 10. If it is desired to raise the link from its present position to an operative one it can be done by hand or a brakeman's stick. The tripping lever is normally supported in the draw-head in an inclined position as shown with its foot 10' extending beyond the head. The link when adjusted for
45 automatic coupling lies upon this lever in its inclined position as indicated at 6''. Being
50 thus disposed the upper part of the pivoted

lever 10 will be thrown up and forward by a blow on its foot 10' and such operation will also move the link. By this construction the impact of opposing draw-heads will throw a link, or links if two be thus arranged, as will
55 ordinarily be the case, over their corresponding hooks. The independent tripping lever arranged as set forth sustains the link in position to be automatically coupled and does not interfere with dropping the link to a vertical position out of the way when desired.
60 Were a tripping arm attached to the link it would interfere with this operation or would necessitate a considerable recess in the draw-head for the movement of such arm. I therefore prefer the separate link-supporting and
65 link-throwing lever substantially as herein set forth and claimed.

To provide against a defective registering of the draw-heads whereby the axes of the
70 hook and its link are not in the same straight line the point of the hook is narrowed to insure the suitable falling of the link obliquely over the same. The hook is also rounded at 3 to further facilitate the passage of the link
75 over the hook and it is undercut to securely retain it.

Between the hook and link in each head is a recess 8 extending inwardly as indicated by dotted lines and adapted to receive a link
80 which may be secured by an ordinary pin through hole 9. This construction adapts the device to couple with an ordinary coupler of the link and pin variety.

Having thus described my invention, what
85 I claim, and desire to secure by Letters Patent, is—

1. In an automatic coupler for cars, the draw-head provided with a hook fixed thereon at one side, the link pivoted to the other side
90 and the link-supporting and tripping lever pivoted in a slot in the head and having its foot adapted to extend beyond the same to receive the impact of an opposing head the tripping lever and the link being pivoted upon
95 the same bolt; substantially as set forth.

2. In an automatic coupler for cars, the draw-head provided with a hook, fixed thereon at one side, the link pivoted by a bolt to the other side, and the link-supporting and trip-
100

ping lever pivoted in a slot in the head and
upon the same bolt as the link and having its
foot adapted to extend beyond the same to re-
ceive the impact of an opposing head, said
5 lever being normally sustained in an inclined
position and the link adapted to lie thereon
in such position or to drop to a vertical plane
as desired; substantially as described.

In testimony whereof I have signed this
specification in the presence of two subscrib- ro
ing witnesses.

ALEXANDER PRICE.

Witnesses:

SOL DOBSON,
JAMES H. GLASS.