

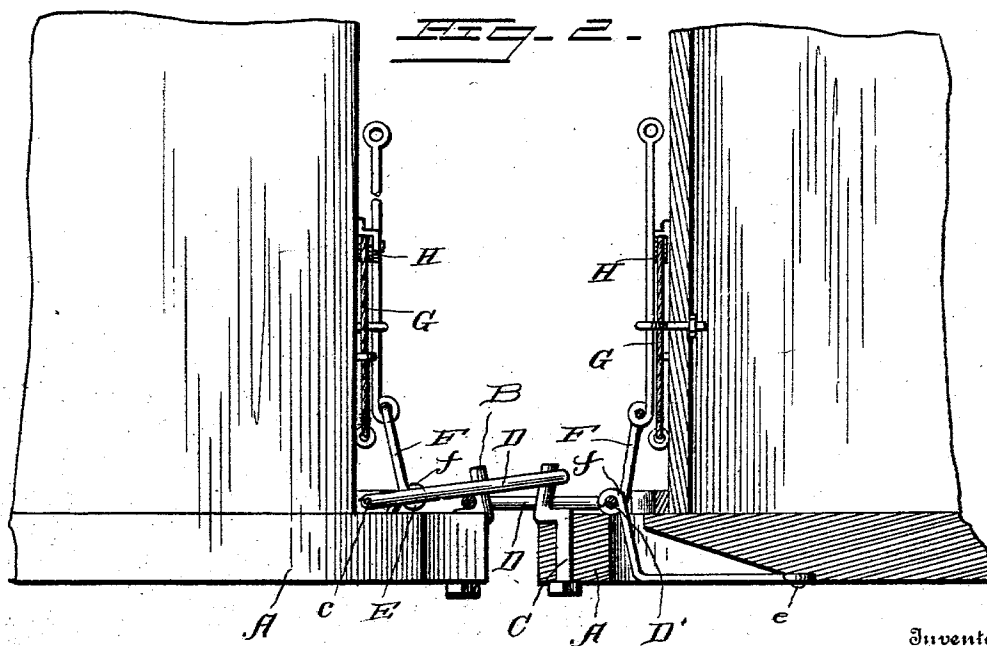
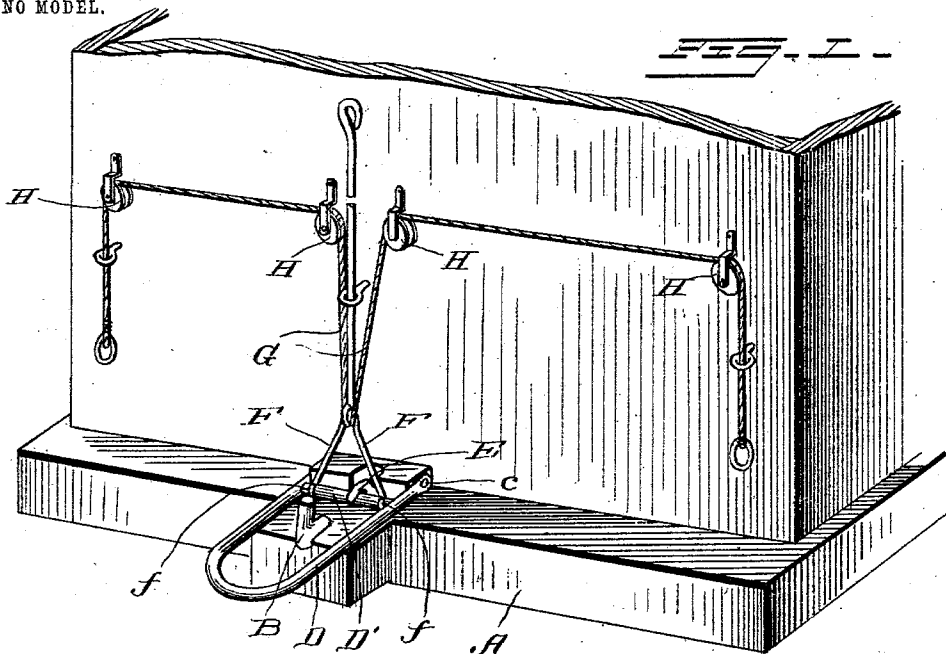
No. 717,633.

PATENTED JAN. 6, 1903.

A. L. SHERWOOD.
CAR COUPLING.

APPLICATION FILED JUNE 21, 1902.

NO MODEL.



Witnesses:

R. A. Bowtell.
George M. Anderson.

Inventor
Arthur L. Sherwood,

By

E. W. Anderson
his
Attorney.

UNITED STATES PATENT OFFICE.

ARTHUR L. SHERWOOD, OF EDGERTON, MINNESOTA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 717,633, dated January 6, 1903.

Application filed June 21, 1902. Serial No. 112,686. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR L. SHERWOOD, a citizen of the United States, and a resident of Edgerton, in the county of Pipestone and State of Minnesota, have made a certain new and useful Invention in Car-Couplings; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view showing my coupling as applied to one end of a car. Fig. 2 is a side elevation, partly in section, showing the coupling as applied and the cars coupled.

This invention is designed to provide a car-coupling of improved character which will couple automatically and which can be uncoupled without the necessity of going between the cars; and it consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letter A designates the draw-head of my improved coupling.

B designates a rearwardly-inclined hook, which is secured in the draw-head by means of an offset extension C thereof.

D is a link open at its rear end and pivoted to the lateral faces of the draw-head at *c*, such link being supported in substantially horizontal position.

E is a spring which is secured to the draw-head at *e* and rests at its free end portion upon a cross-bar D' of the link D, located at the rear end portion thereof.

F is a stirrup which is connected to the link at *f* and to which are connected cords or cables G. These cords or cables pass upwardly along the end of the car, one to the right and one to the left, where they pass over pulleys or sheaves H, thence downwardly and laterally to points where they may be operated by the trainmen without passing between the cars.

When two cars are brought together for coupling, the ends of their respective hooks B pass under the links of the respectively opposing draw-heads, and thereby raise them up. As soon as the links pass the hooks the springs B throw them down and into engage-

ment, where they remain until the links are raised by the ropes or cables to effect the uncoupling.

For the purpose of uncoupling from the top of the car a vertical rod J is provided, working in suitable guides and connected at its lower end to the stirrup F. Upon raising this rod the link is raised and released from its hook B. The elevation of one link will elevate and release the other, or the cables G may extend sufficiently upward for operation from the top of the car.

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

1. In a car-coupling, the rearwardly-inclined stationary hooks, the pivoted links, having each a cross-bar, and adapted to automatically ride up and over said hooks to effect the coupling, a spring engaging the cross-bar of the link, and depressing the same, a stirrup connected to said cross-bar, and means connected to said stirrup for raising said links without going between the cars, substantially as specified.

2. In a car-coupling, the combination with a draw-head, of a link pivoted to the lateral faces of said head, and having a cross-bar at the rear end portion thereof, a spring secured to the draw-head, and bearing against the cross-bar of the link at its free end portion, and a hook secured in said draw-head, and adapted to engage the link of an opposing draw-head, together with means for raising the link to effect an uncoupling, substantially as specified.

3. In a car-coupling, the combination with a draw-head, of a link pivoted to the lateral faces of said head, and having a cross-bar, a spring secured to the draw-head, and bearing against the cross-bar of the link at its free end portion, and a hook secured in said draw-head, and adapted to engage the link of an opposing draw-head, together with a stirrup connected to said link, and ropes or cables connected to the stirrup and passing over bearings on the end portion of the car, substantially as specified.

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

ARTHUR L. SHERWOOD.

Witnesses:

CARL H. COLLINS,
J. A. COLLINS.