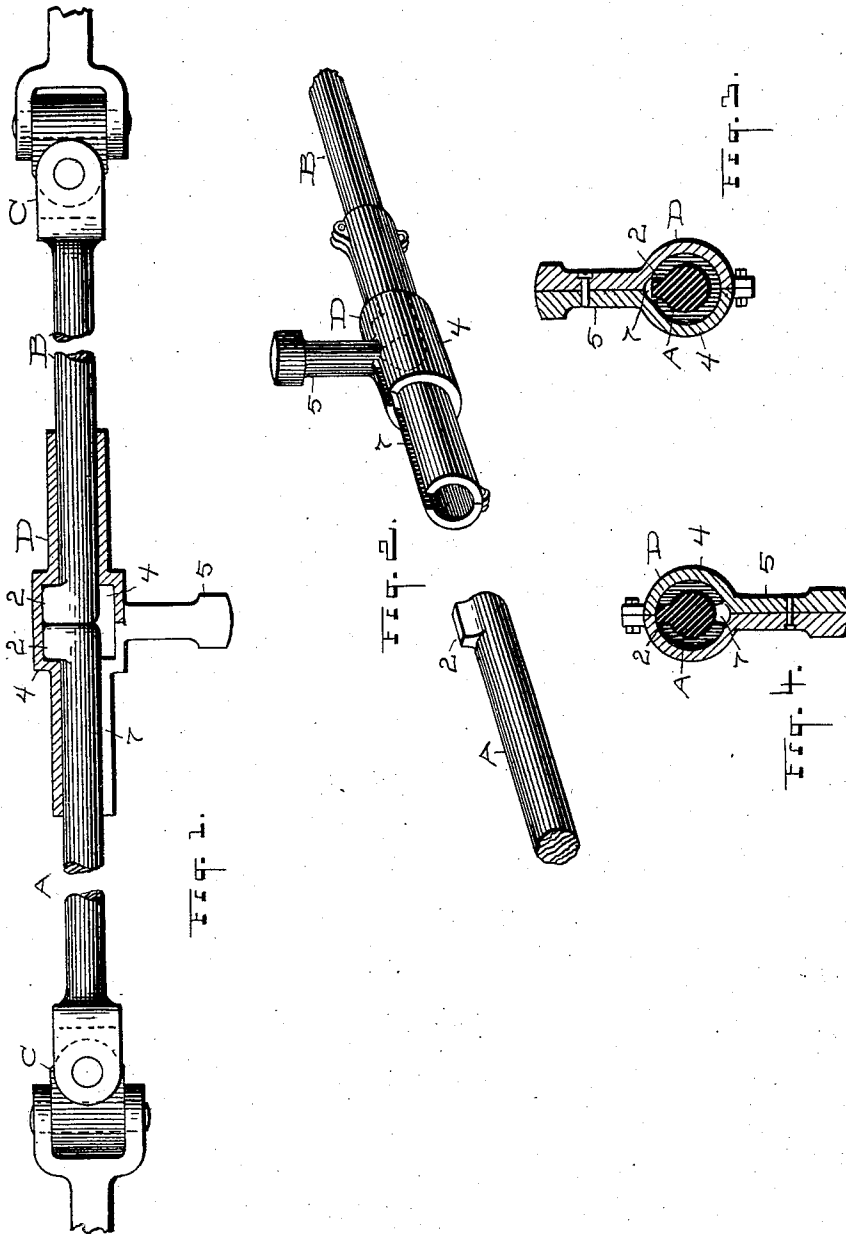


(No Model.)

S. R. SKOV.
CAR COUPLING.

No. 575,856.

Patented Jan. 26, 1897.



ATTEST
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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 575,856, dated January 26, 1897.

Application filed May 14, 1896. Serial No. 591,590. (No model.)

To all whom it may concern:

Be it known that I, SOREN ROBERTSON SKOV, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Car-Couplers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-couplers; and the invention consists in a coupler constructed, combined, and operating substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a longitudinal elevation of my improved coupler mechanism, showing both the bars broken out between their ends and the coupling-sleeve in longitudinal section and in locking relation to said bars, as hereinafter more fully described. Fig. 2 is a perspective view of two sections of the coupler-bars and the coupling-sleeve, said sleeve being coupled on one bar and in position to be coupled on the other, as occurs when two cars are brought together, substantially as described. Fig. 3 is a cross-section of the coupling-sleeve and of a coupling-bar therein as would appear if the bar-section at the left were projected to place within the coupling-sleeve and the said sleeve was in position as in Fig. 2. Fig. 4 is a view corresponding in all respects to Fig. 3, except that in this case the sleeve is rotated to locking position, as hereinafter described.

A and B represent the coupling-bars. These bars have swivel connections C at their inner ends, as is usual with this class of couplers on electric and cable lines. The bars A and B, it will be seen, are plain straight bars between their ends, and may be cylindrical or any other shape in cross-section. This feature of construction is important because it enables me to utilize plain material that is not in itself expensive to make these couplings. Each coupling-bar is provided with a lug or projection 2 at its outer end and on the top thereof, and these projections sustain the same relation in both bars, so that the same coupling-sleeve can be used for both and on either bar. Thus in Fig. 2 the sleeve D is shown as fixed upon the bar B, and must remain thereon un-

til it is purposely taken apart and removed, because the lug 2 of said bar being combined in the central enlarged portion of the sleeve D the said sleeve cannot get off said bar. The sleeve D not only has the central enlarged portion 4, affording room to rotate or turn over the lugs 2, but it has a weighted arm 5, which turns the sleeve by gravity from position seen in Fig. 3 to that shown in Fig. 4.

Fig. 3 is the locking or unlocking position of the sleeve D, and for this purpose it has the open longitudinal slot 7 along its bottom at one end running into the lug-chamber 4 at its middle portion. The lugs 2 are of a length each to occupy half the space lengthwise within the chamber 4, so that they will abut and at the same time engage against the wall of the chamber and thereby prevent play or noise. These lugs, furthermore, are of such size and strength as to withstand all the strain of pull and jamming back and forth incident to the use of couplers.

The sleeve portions proper of the sleeve D are of such length as to form a rigid support for the bars A and B, and the said sleeve fits comfortably on the said bars and keeps them in alinement.

The lugs 2 are at the top of the bars A and B, so that the slot 7 must also be brought to the top to make engagement or disengagement. This is purposely done, so that the person making the connection can see both the slot and the lug. Then, having effected connection, the sleeve 4 turns by reason of its weighted arm and swings the slot 7 where it ought to be for drainage and the like.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a car-coupler, the solid coupler-bars having lugs on their meeting ends, and a weighted sleeve inclosing the said ends made in halves longitudinally and having a chamber at its middle for the said lugs and a slot leading into said chamber from one end of the said sleeve, whereby one of said bars can be uncoupled and the other retained, substantially as described.

2. The coupler-bars having lugs on top at their meeting ends, in combination with a sleeve weighted at one side and supporting the ends of said bars and having a central annularly-enlarged portion 4 engaging the

shoulders of said lugs and holding the ends of said bars together, substantially as described.

3. The coupler-bars having each a lug at its top on its outer end, in combination with a sleeve having a central annular enlargement in which said lugs are engaged and an open slot at one end extending into said enlargement and a weighted projection to hold the

sleeve by gravity in working position, substantially as described. 10

Witness my hand to the foregoing specification this 4th day of March, 1896.

SOREN ROBERTSON SKOV.

Witnesses:

H. T. FISHER,

H. E. MUDRA.