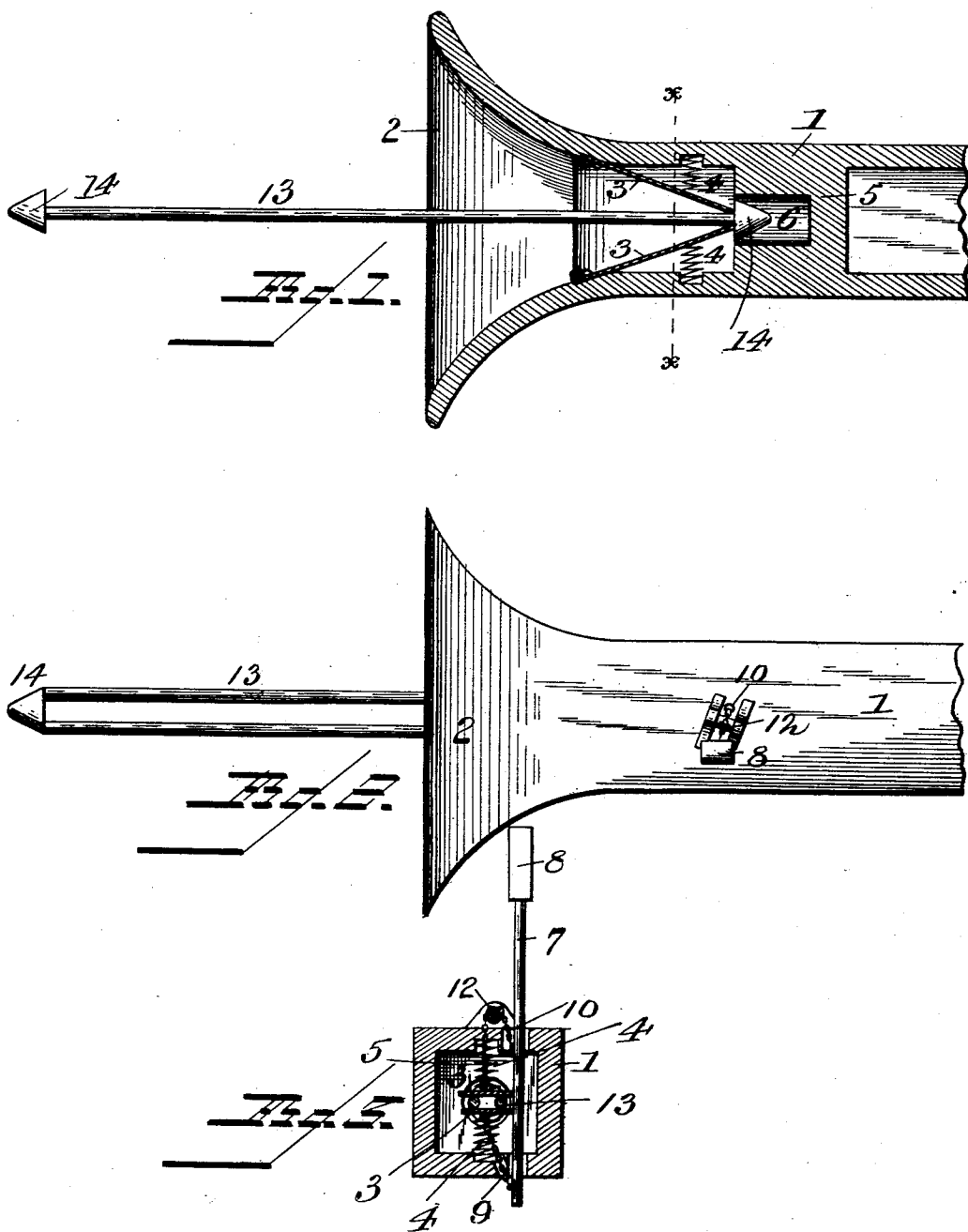


(No Model.)

J. T. CREWS.
CAR COUPLING.

No. 541,315.

Patented June 18, 1895.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOSIAH T. CREWS, OF FRANKLIN, GEORGIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 541,315, dated June 18, 1895.

Application filed September 17, 1894. Serial No. 523,181. (No model.)

To all whom it may concern:

Be it known that I, JOSIAH T. CREWS, a citizen of the United States, and a resident of Franklin, in the county of Heard and State of Georgia, have invented certain new and useful Improvements in Car-Couplings; 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, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improvements in car-couplers of that class or description in which the coupling link is automatically coupled or connected with the coupling head when the cars come together.

The object of the invention is to provide a car coupler of the above description which shall possess superior advantages with respect to simplicity in construction and efficiency in operation; and it consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a central longitudinal sectional view of a car-coupler constructed in accordance with my invention. Fig. 2 is a plan view of the same. Fig. 3 is a transverse sectional view on the line *x x*, Fig. 1.

In the said drawings the reference-numeral 1 designates a draw-bar to be attached to the end of a car in any ordinary or suitable manner, and is formed with the usual flaring head 2. Hinged to this draw-bar, near the rear end thereof, and upon the upper and lower inner sides, are two rearwardly extending plates 3, beveled at their side edges which serve as link-holders, for holding the link when the cars are coupled, as will hereinafter be described. Interposed between these plates and the inner sides of the draw head are coiled springs 4, the tendency of which is to throw said link-holders inwardly, so that they will engage with the heads on the link, when the latter is inserted in the draw head. Formed in the draw head in the rear of said plates is a block 5, having a central recess 6, to receive the head of the link.

The numeral 7 designates a vertically movable rod or bar which passes through the draw bar near the front end thereof, formed with a head 8 at its upper end. The lower end of this rod or bar is provided with a chain 9 which passes through an aperture in the lower side of the draw bar and is connected with the lower link-holder 3 and intermediate of its ends the said rod or bar has secured to it a chain 10, which passes over a pulley 12, journaled on the upper side of the draw bar and then passes down through an aperture in the draw bar and is connected with the upper link-holder.

The numeral 13 designates the coupling link consisting of two parallel bars formed or provided at the ends with a conical head 14.

The operation is as follows: When two cars approach each other the link of one car will enter the flaring head of the other car, and as the movement continues the head of the link will strike the link holders, forcing them outwardly, when the said head will enter the recess 6, in the block or draw-head. The link-holders will then be forced inwardly by the coiled springs and their ends will engage with the inner end of the conical head of the link, holding it securely in place, yet allowing the necessary play in turning curves.

To uncouple the cars the rod or bar 7 is depressed, either by hand or foot, and through the medium of the chains connected therewith, will force the link-holders outwardly disengaging them from the head of the link and allowing the latter to be withdrawn from the draw-head.

Having thus fully described my invention, what I claim is—

In a car coupler, the combination, with the draw bar having a flaring head and a recess in its rear for centering the link, the hinged link holders, the coiled springs having their outer ends seated in recesses in the draw head and their inner ends pressing against the link holders, the vertically movable rod or bar passing through aligned apertures in the draw-head, the chain secured to the lower end thereof, passing through an aperture in the draw head and secured to the lower link holder, the chain secured to the upper link

holder passing through the draw head and
secured to said rod intermediate its ends and
the pulley over which said chain passes, of
the link consisting of two parallel bars con-
5 nected together at each end by a conical head,
substantially as described.

In testimony that I claim the foregoing as

my own I have hereunto affixed my signature
in presence of two witnesses.

JOSIAH T. CREWS.

Witnesses:

FRANK S. LOFTIN,
ROBT. G. CRAIN.