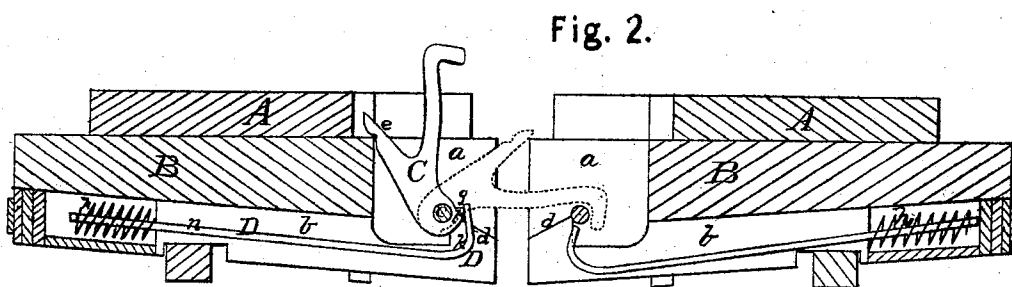
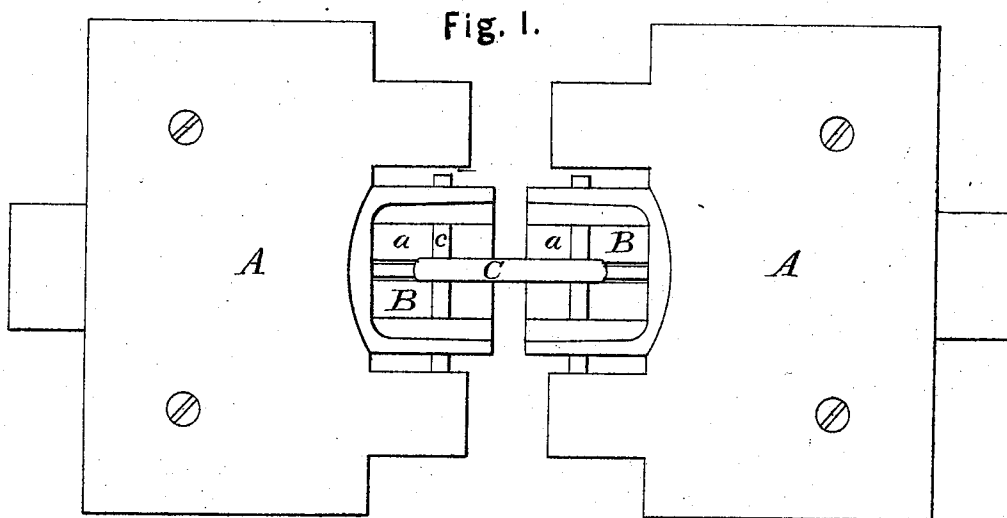


S. B. REPLOGLE.

Car-Couplings.

No. 136,547.

Patented March 4, 1873.



WITNESSES.

A. B. Steele
Phil. C. Hoar

INVENTOR.

S. B. Replogle,
Chipman & Losmer & Co.
Attorneys

UNITED STATES PATENT OFFICE.

SAMUEL B. REPLOGLE, OF ROARING SPRINGS, PENNSYLVANIA.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 136,547, dated March 4, 1873.

To all whom it may concern:

Be it known that I, S. B. REPLOGLE, of Roaring Springs, in the county of Blair and State of Pennsylvania, have invented a new and valuable Improvement in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a top view of my car-coupling device. Fig. 2 is a sectional view of the same.

This invention has relation to car-couplings; and it consists in the construction and novel arrangement of the coupling-hook adapted to connect with a horizontal pin, and of the operating spring and hook, whereby the coupling-hook is made to descend in the coupling operation, all hereinafter more fully described.

In the accompanying drawing, the letter A designates the platform of a car, beneath which is arranged, in the usual manner, the draw-head B having a certain amount of play in its bearings. The forward portion of this draw-head is recessed at *a* for the reception and play of the hook, the upper wall of the recess being cut away for the purpose of allowing the hook to project above the draw-head. The under portion of the draw-head is provided with a central and longitudinal channel, *b*, for the reception of the shank of the operating-hook and the spring. C indicates the coupling-hook, which is pivoted to the draw-head by means of the removable horizontal pin *c* located transversely in the recess *a*, and just in rear of the inclined planes *d*, which are abruptly shouldered at this point for the purpose. This coupling-hook is provided with a projecting arm, *e*, of such length that it will abut against the edge of the platform of the car, when the point of contact *g* between the operating-hook and the lower

end of the coupling-hook is raised above the plane of the pivotal axis, thus setting the hook. D represents the operating-hook. This is located in the channel in the under side of the draw-head, and is drawn to the rear by means of a spiral spring, *h*, coiled around its shank at the rear end. The forward end of this shank *n* is bent upward in hook form at *k*, and serves to connect with the toe *l* formed at the lower end of the coupling-hook C, and projecting forward when the coupling-hook is in the upright position or set.

In the operation of this invention, the draw-head being projected somewhat from under the platform by the springs, which are usually placed at its rear end, the coupling-link is set by turning it upward until the projection *e* comes in contact with the edge of the platform. When in this position the point of contact between the operating-hook and the toe *l* is above the pivotal axis of the coupling-hook, and the operating-hook thus serves to keep the coupling-hook in the set position. When the jar of the cars in coming together forces back the draw-head and throws the coupling-hook forward the point of connection *g* of the operating-hook will be brought below the pivotal axis, and it will then serve to draw the coupling-hook forcibly and quickly downward over the horizontal pin in the opposite draw-head, securely connecting the cars.

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

The coupling-hook C having the projecting arm *e* and toe *l*, in combination with the hook D, constructed and operating substantially as described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SAMUEL B. REPLOGLE.

Witnesses:

D. S. BRUMBAUGH,
R. S. HOOVER.