

W. B. SNEDAKER.
Car-Couplings.

No. 144,293.

Patented Nov. 4, 1873.

Fig. 1.

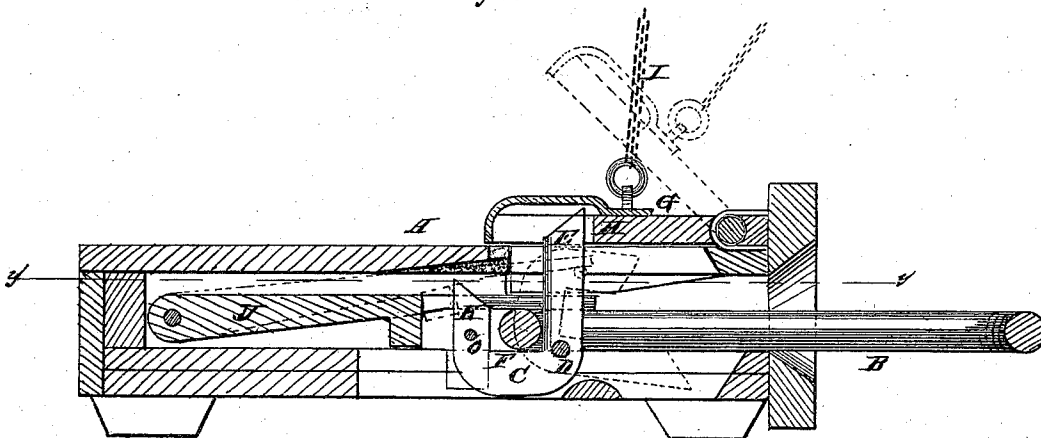
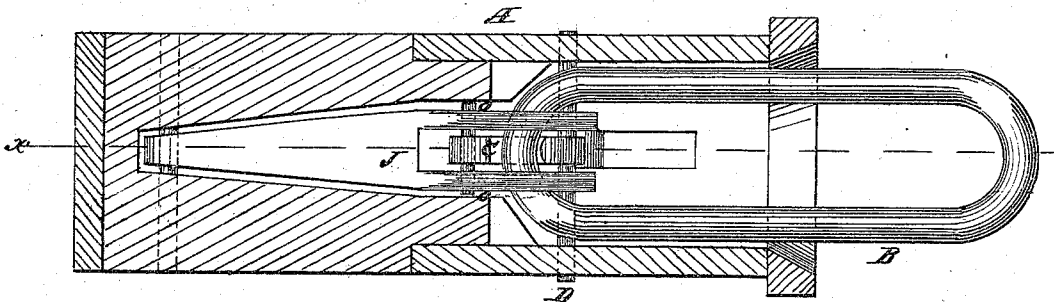


Fig. 2.



Witnesses:

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Per

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UNITED STATES PATENT OFFICE.

WARREN B. SNEDAKER, OF SYRACUSE, NEW YORK.

IMPROVEMENT IN CAR-COUPPLINGS.

Specification forming part of Letters Patent No. 144,293, dated November 4, 1873; application filed April 19, 1873.

To all whom it may concern:

Be it known that I, WARREN B. SNEDAKER, of Syracuse, in the county of Onondaga and State of New York, have invented a new and useful Improvement in Car-Coupling, of which the following is a specification:

The object of this invention is to furnish an improved device for coupling railroad-cars together; and it consists in the construction and arrangement of parts hereinafter described.

In the drawing, Figure 1 is a vertical longitudinal section of the coupling taken on the line *x x* of Fig. 2. Fig. 2 is a horizontal section of Fig. 1 taken on the line *y y*.

Similar letters of reference indicate corresponding parts.

A is the draw-head. B is the coupling-link. C is the coupling-hook, which is pivoted in the draw-head, so that it turns freely on the pivot-rod D. The long limb E of this hook forms the coupling-pin. The position of the hook, when the car to which it is attached is uncoupled, is seen in dotted lines in Fig. 1, when the long limb E is in nearly a horizontal position. When the cars come together, the end of the link strikes the center F of the hook, which throws the long limb E to an upright position. Before reaching this position the end of E strikes the under side of the hinged cover G, and raises it, so as to pass the shoulder H. When it passes this shoulder, the cover drops by its own gravity, and confines the hook, so that the shoulder H forms the abutment against which the link pulls. Fig. 1

shows the hook and the cover G in this position.

To uncouple the cars, the cover is raised by means of the chain I, as indicated in dotted lines. This may be done from the platform of the car, or by means of a lever or levers, arranged in any manner from either side of the car.

J is a forked weight-bar, which is pivoted at its rear end, the weight of which is brought to bear upon the short limb of the hook, by means of the pins *o o*, to keep the hook and bar steady, and in position before coupling, or when the hook is turned down, as seen in dotted lines. The forks of this bar also drop upon the end of the link, and hold the link in a horizontal position, as seen in Fig. 2. This latter function is an important one, as the weight holds the link in the proper position for coupling, and renders it unnecessary to endanger life or limb by going between the cars to guide the link when coupling the cars together. No springs are employed.

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

The combination of forked bar J with pivoted hook C, cover G, and link B, substantially as shown and described.

WARREN B. SNEDAKER.

Witnesses:

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