(No Model.)

D. S. SHREVE.

CAR COUPLING.

No. 267,267. Patented Nov. 7, 1882.

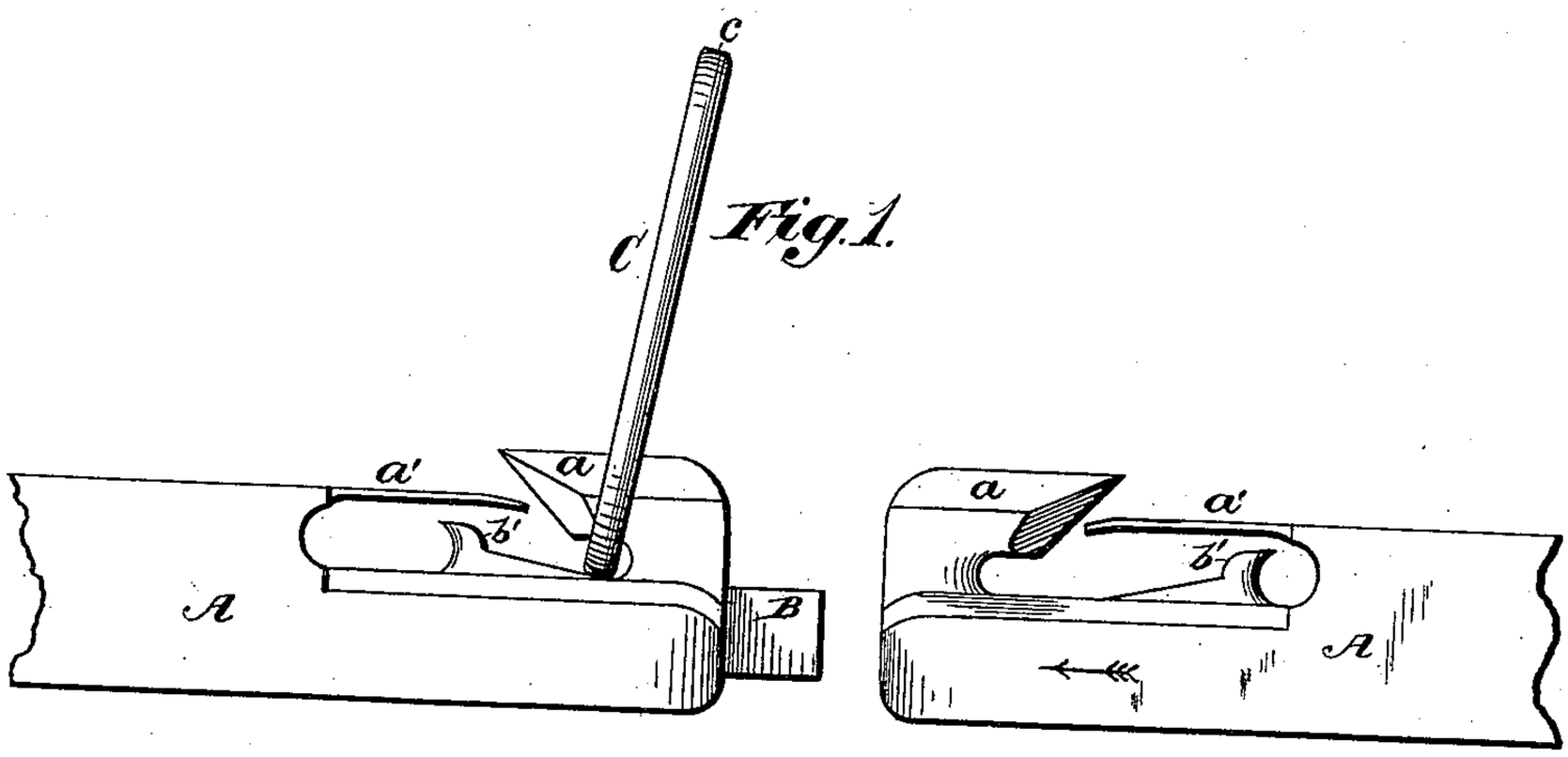


Fig. 1.

Fig. 2

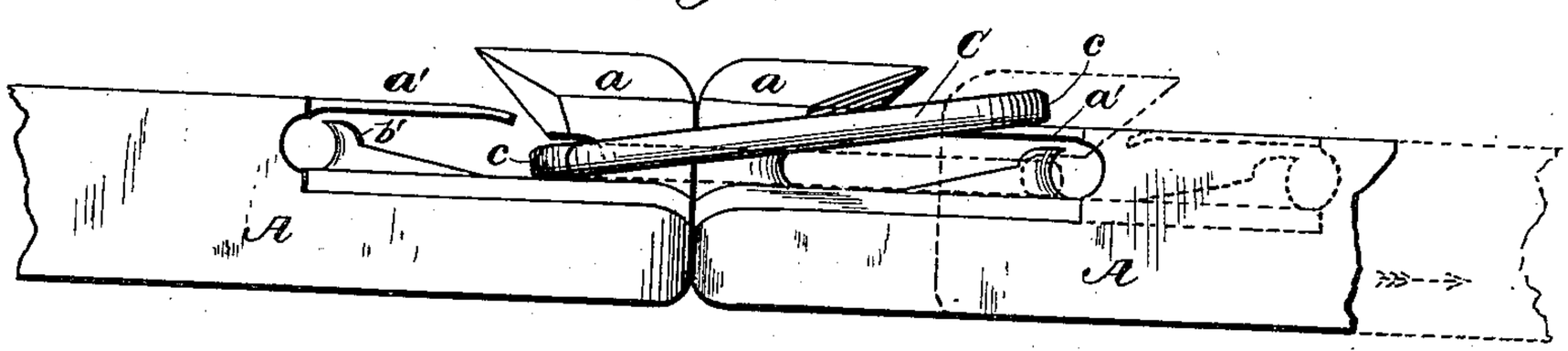


Fig. 3.

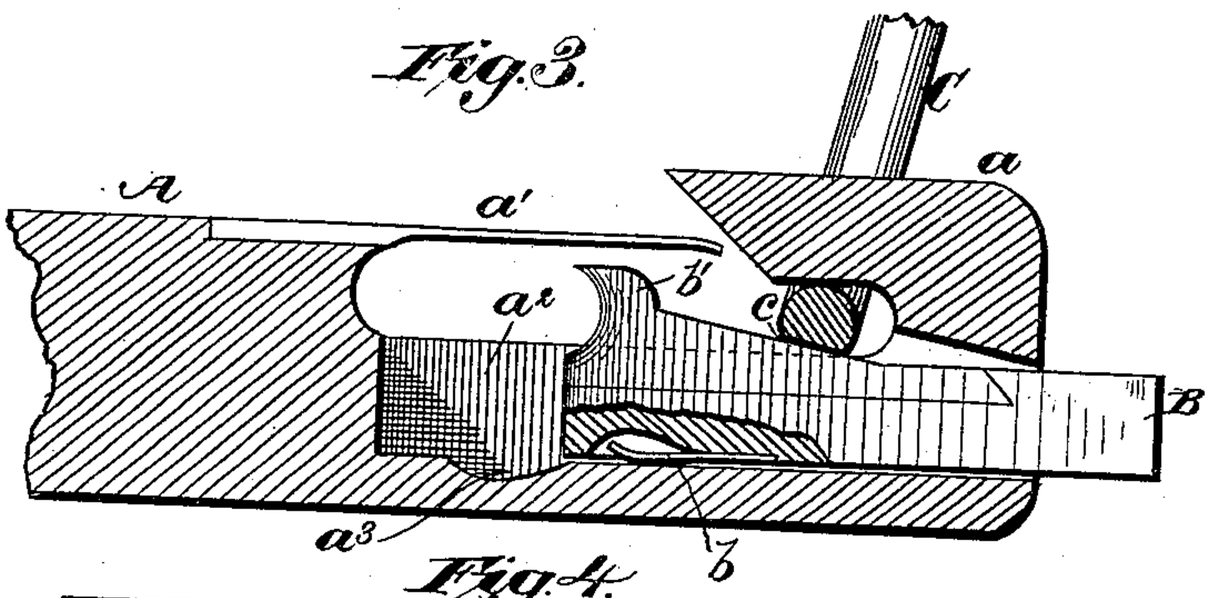


Fig. 4.

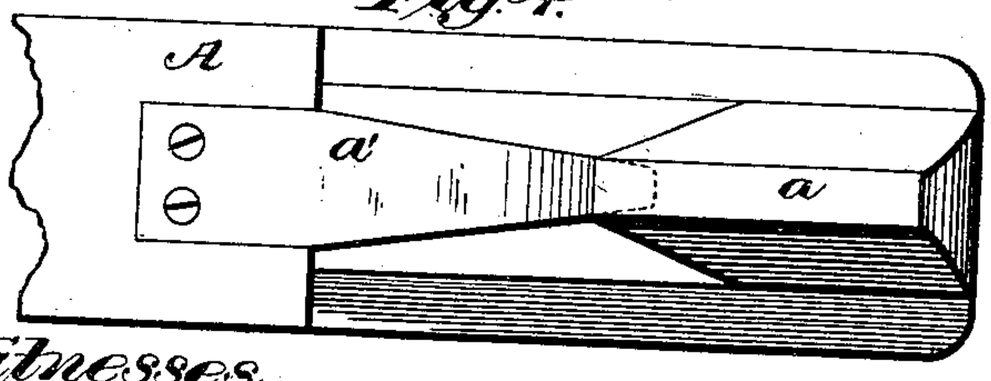


Fig. 5.

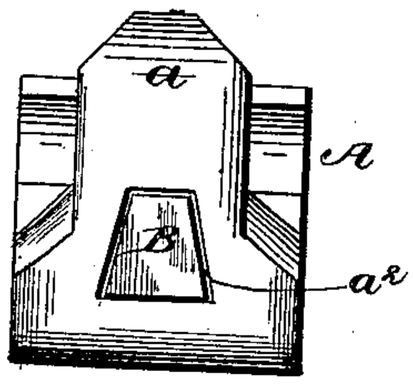
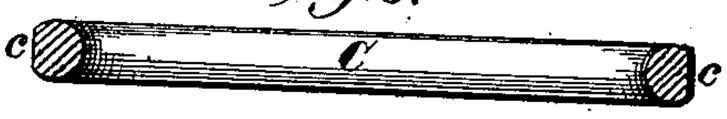


Fig. 6.



Witnesses.
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J. A. Rutherford

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UNITED STATES PATENT OFFICE.

DAVID S. SHREVE, OF CORRECT, INDIANA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 267,267, dated November 7, 1882.

Application filed September 19, 1882. (No model.)

To all whom it may concern:

Be it known that I, DAVID S. SHREVE, a citizen of the United States, residing at Correct, in the county of Ripley and State of Indiana, have invented new and useful Improvements in Car-Couplers, of which the following is a specification.

My invention relates to that class of couplers which are adapted to automatically connect themselves to or with the ordinary link when the cars to which they are attached come in contact with each other; and it consists in certain features hereinafter described, and specifically set forth in the claims.

Referring to the drawings forming a part hereof, Figure 1 is a side elevation of a pair of car-couplers constructed in accordance with my invention, and in which the parts are in position to become coupled. Fig. 2 is a like view, showing the parts partly coupled; Fig. 3, a longitudinal vertical section of one coupler shown in Fig. 1; Fig. 4, a plan view, and Fig. 5 an elevation, of the same; and Fig. 6, a sectional view of the link.

Like letters refer to like parts in all the figures.

A designates the draw-bar, which at its outer end is formed into a hook, *a*, and provided with a spring, *a'*, the free end of which projects into the throat of the hook, as shown. The draw-bar is slotted longitudinally at a^2 to receive a sliding wedge, B, which in its lower surface has a spring, *b*, that, when the wedge is within the bar, drops into the recess a^3 in the bottom of the slot a^2 to retain the wedge therein. The wedge is provided at its inner end with a hook-shaped projection, *b'*, whereby, either with or without a recess, a^4, formed in the draw-bar, any convenient and suitable instrument, or the fingers, can be introduced in rear of the wedge to force it forward in the slot a^2, when, if the link C be elevated, as shown in Figs. 1 and 3, it will be firmly held in such position by being forced against the under surface of the hook. To facilitate the accomplishment of this result, the link may be flattened slightly at its ends, as shown at *c*, though it is evident that this feature of construction is not absolutely essential.

This being the construction of the parts, the operation of automatically coupling cars is as follows: The link being secured in an elevated position less than perpendicular and leaning toward the approaching car, and the outer end of the wedge projecting from the draw-bar, it will be seen that as the draw-bars of the cars come in contact with each other the projecting wedge is forced inward, thus releasing the link, which falls back of the hook of the advancing coupler, and as the cars rebound or are drawn apart the link, guided by said hook, depresses the spring *a'*, passes by the same, and is drawn into operative position, as shown by dotted lines, Fig. 2. When it is desired to uncouple the cars the spring *a'* is depressed and the link lifted from the hook in a manner readily apparent.

Having thus described my invention, what I claim is—

1. In a car-coupler, a longitudinally-slotted hook-shaped draw-bar, and a wedge adapted to be projected therefrom and to bind the link in a favorably-inclined position when so projected, substantially as described.

2. In a car-coupler, the draw-bar A, slotted longitudinally at a^2, formed into a hook, *a*, and provided with a spring, *a'*, in combination with a wedge provided with a projection, *b'*, and with a link, C, substantially as described.

3. The combination of the draw-bar A, provided with a hook, a spring, *a'*, slot a^2, having the seat a^3, the wedge B, having the spring *b* and projection *b'*, and the link C, having the flattened end, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

DAVID S. SHREVE.

Witnesses:

THOS. L. HUGHES,

FRANCIS M. THOMPSON.