(No Model.)

J. D. RIPSON.

CAR COUPLING.

No. 341,857. Patented May 11, 1886.

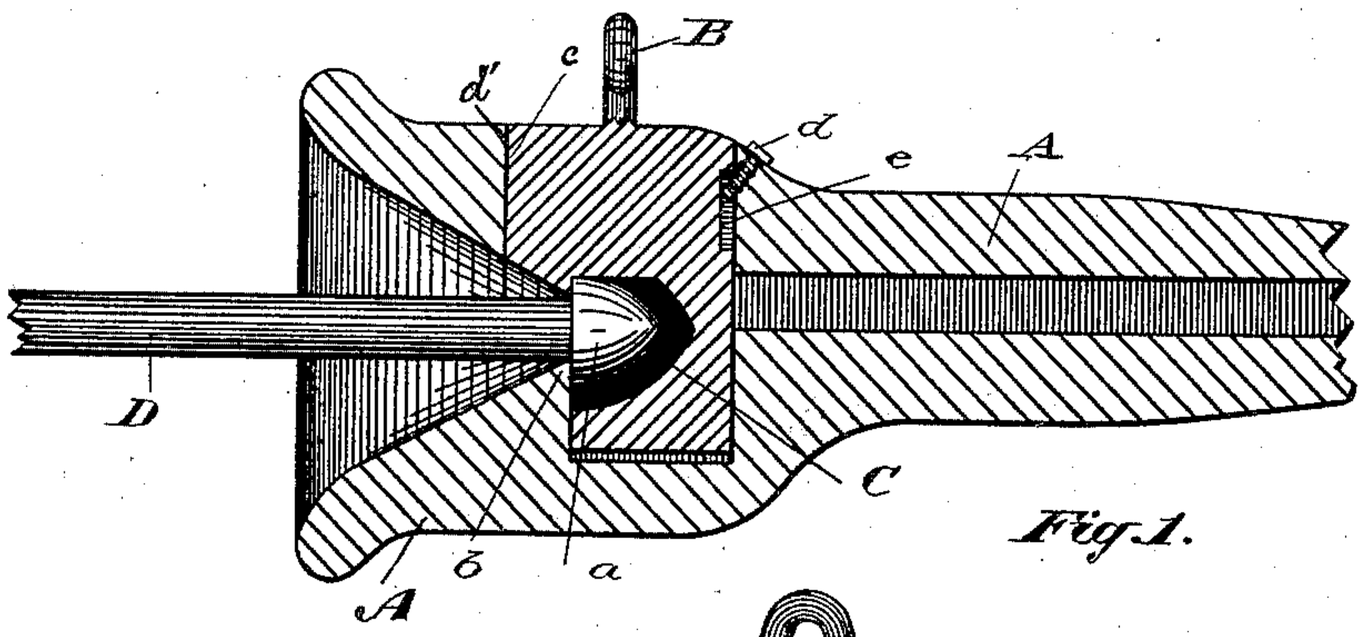

Fig. 1.

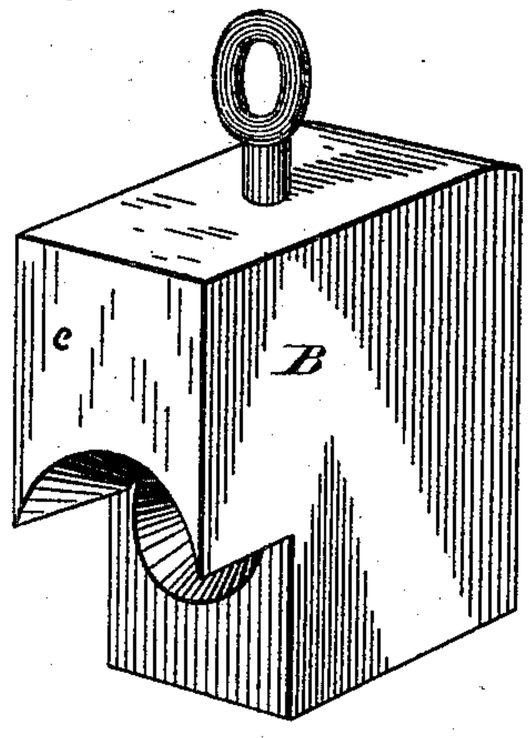

Fig. 2.

Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN D. RIPSON, OF TORONTO, ONTARIO, CANADA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 341,857, dated May 11, 1886.

Application filed February 27, 1886. Serial No. 193,417. (No model.) Patented in Canada March 8, 1886, No. 23,559.

To all whom it may concern:

Be it known that I, JOHN DANFORD RIPSON, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented an Improved Self-Acting Car-Coupler, of which the following is a specification.

The object of the invention is to design a simply-constructed self-acting car-coupler; and it consists in the peculiar combinations and the novel construction and arrangement of parts, all as more fully hereinafter described, and then particularly pointed out in the claim.

Figure 1 is a sectional view of my improved car-coupler. Fig. 2 is an enlarged perspective detail of the block.

A represents an ordinary draw-head having a slot cut in it to receive the block B. This block is shaped substantially as shown, and has a recess, C, made in it to admit the head *a* of the draw-pin D.

It will be noticed that when the draw-pin D is inserted into the draw-head A, as represented in Fig. 1, the top portion of the shoulder of the head *a* butts against the block B, and the bottom portion of the shoulder against the draw-head A at *b*, and the block itself rests upon the head, as indicated, so as to support the draw-pin D in a horizontal position.

In order to withdraw the draw-pin D the block B is raised, and as it comes in contact with the head *a* the said head of the draw-pin D is raised clear of the point *b* on the draw-head. Consequently the pin will come out freely.

In order to prevent the block B from being withdrawn entirely, I place a set-screw, *d*, through the draw-head A into a slot, *e*, made in the block B. This slot is sufficiently long to allow the block to be raised as far as is necessary to permit the withdrawal of the draw-pin D, but will not allow the block to be drawn farther out of the draw-head.

From this description it will be seen that the draw-pin when it enters the mouth of the draw-head A will first lift the block B, and when it enters the recess C is caught by the dropping of the block, and is locked until the block is raised, as described.

As I claim nothing peculiar in the mechanism for lifting the block, it is not necessary for me to show it in the drawings. It will be sufficient to say that any arrangement of rods and levers by which the block may be raised without going between the cars may be used in connection with my self-acting car-coupler, and it will also be understood that in the event of the car getting off the track and upsetting the coupling will uncouple of itself.

I am aware of the Patent No. 79,245, and make no claim to the construction shown therein as forming part of my invention. It will be noticed that my block B has a flat face, *c*, which abuts against a square shoulder, *d'*, formed in the draw-head A. This is important, for by this construction sudden or extra strain on the pin D will not raise the block and thus release the pin, as would be the case if the face of the block were rounded, as in the patent above referred to.

What I claim as my invention is—

The combination, with the draw-head A, of the adjustable block B, fitted in a recess in said draw-head, and provided with a recess, C, to receive the head of the draw-pin, and a vertical slot, *e*, and the set-screw *d*, passed through the draw-head into said slot, substantially as and for the purpose specified.

Toronto, February 18, 1886.

JOHN D. RIPSON.

In presence of—
CHARLES C. BALDWIN,
JAMES C. MAYBEE.