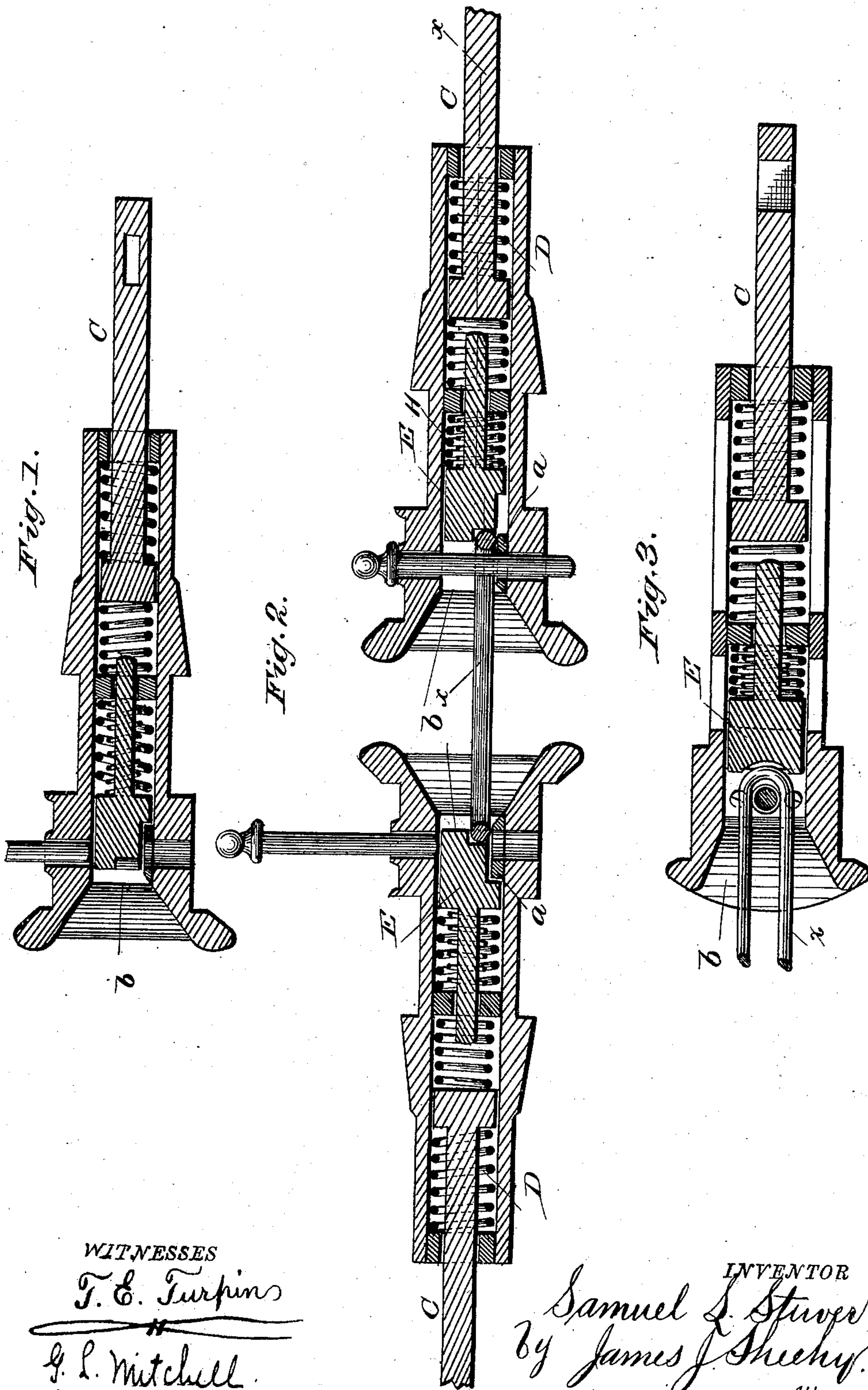


(No Model.)

S. L. STUVER.
CAR COUPLING.

No. 368,792.

Patented Aug. 23, 1887.



WITNESSES
T. E. Turpin
G. L. Mitchell

INVENTOR
Samuel L. Stuver
By *James J. Sheehy*
Attorney

UNITED STATES PATENT OFFICE.

SAMUEL L. STUVER, OF ROSEDALE, PENNSYLVANIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 368,792, dated August 23, 1887.

Application filed June 7, 1887. Serial No. 240,510. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL L. STUVER, a citizen of the United States, residing at Rosedale, in the county of Cambria and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-
10 pertains to make and use the same.

This invention has relation to improvements in devices for coupling cars; and it has for its object to provide means for sustaining the pin in a position to enter the connecting-link and
15 hole in the draw-heads when the said heads are brought together, and also means for supporting the connecting-link in an elevated position, so as to obviate the objectionable necessity of going between the cars to lift the
20 link in coupling. These objects I accomplish by the devices shown and illustrated in the accompanying drawings, in which—

Figure 1 is a longitudinal sectional view of a draw-head, showing my improvements at-
25 tached. Fig. 2 is a similar view showing one head coupled and the other with the pin in the act of coupling, and Fig. 3 is a longitudinal horizontal sectional view of one of the heads.

Referring to the said drawings by letter, A
30 B indicate two draw-heads, which may be of any ordinary or approved construction, and C the draw-bars having the surrounding cushion-springs D.

E E indicate stops for the connecting-link. These stops are arranged in the draw-head in
35 advance of the draw-bars, and serve the additional function of supporting the coupling-pin preparatory to the coupling action of the cars. The draw-heads are recessed or cut away in
40 their floor, as shown, so as to form an abutting shoulder, *a*, for the link-stops E. These shoulders *a* are in rear of the pin-hole in the floor of the draw-heads, so as to allow the heads
45 *b* of the stops to pass beneath the upper hole, as more fully shown in Figs. 1 and 2. By this construction it will be seen that when the con-

necting-link has been inserted in the mouth of the draw-head it will press the spring-actuated stop inwardly, thereby allowing the pin to drop through the said link and also the eye of
50 the floor. The stops E, in addition to being shouldered, as described, are also recessed on their forward lower ends, as shown at *b'*. This recess is designed for the purpose of receiving the end of the coupling-link, and it will be seen
55 that when the link has been so engaged its opposite or free end will be sustained in an elevated position, so as to obviate the necessity of the operator going between the cars in coupling them. The stem of this stop-head is sur-
60 rounded by a spring for normally holding it homeward in the draw-head, and exterior to this spring is a re-enforcing spring, H, which will prevent any undue strain upon the parts in connection with the said stop or link-sup-
65 porter.

Having described this invention, what I claim is—

1. The combination, with a draw-head constructed as described and having the abutment
70 *a* in the lower wall thereof, of the spring-pressed stop, recessed to engage the said abutment, and also recessed at *b'* to receive the end of the coupling-link stop, being also adapted to sustain the pin preparatory to coupling,
75 substantially as shown and described.

2. The combination, with a draw-head constructed as described and having the abutment
80 *a* in the floor thereof, of the spring-pressed stop having its head recessed to engage the said stop, and also recessed to receive the end of the coupling-link, the spring surrounding the stem of the said stop and also the re-enforced spring thereon, the headed draw-bar,
85 and the spring surrounding the same, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

SAMUEL L. STUVER.

Witnesses:

JNO. M. ROSE,
I. E. ROBERTS.