

(No Model.)

J. J. SLEEPER.

CAR COUPLING.

No. 413,571.

Patented Oct. 22, 1889.

fig. 1.

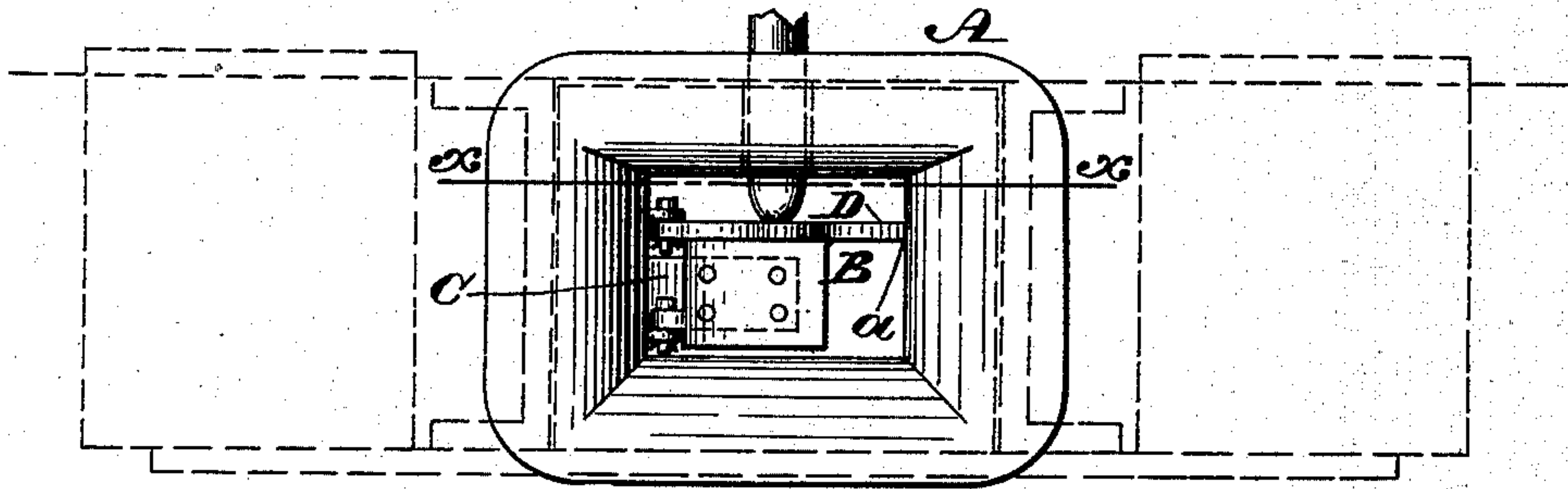


fig. 2.

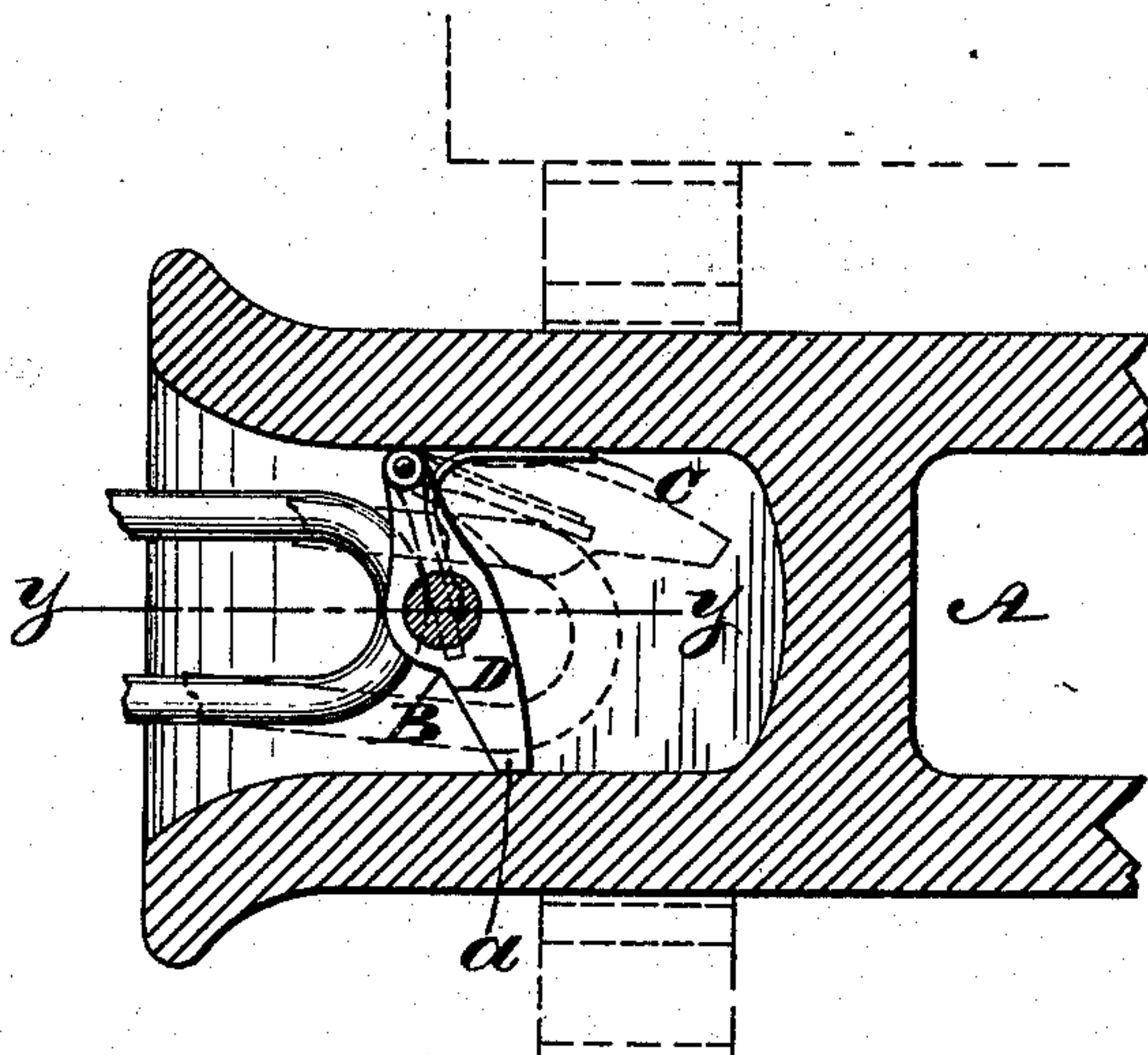
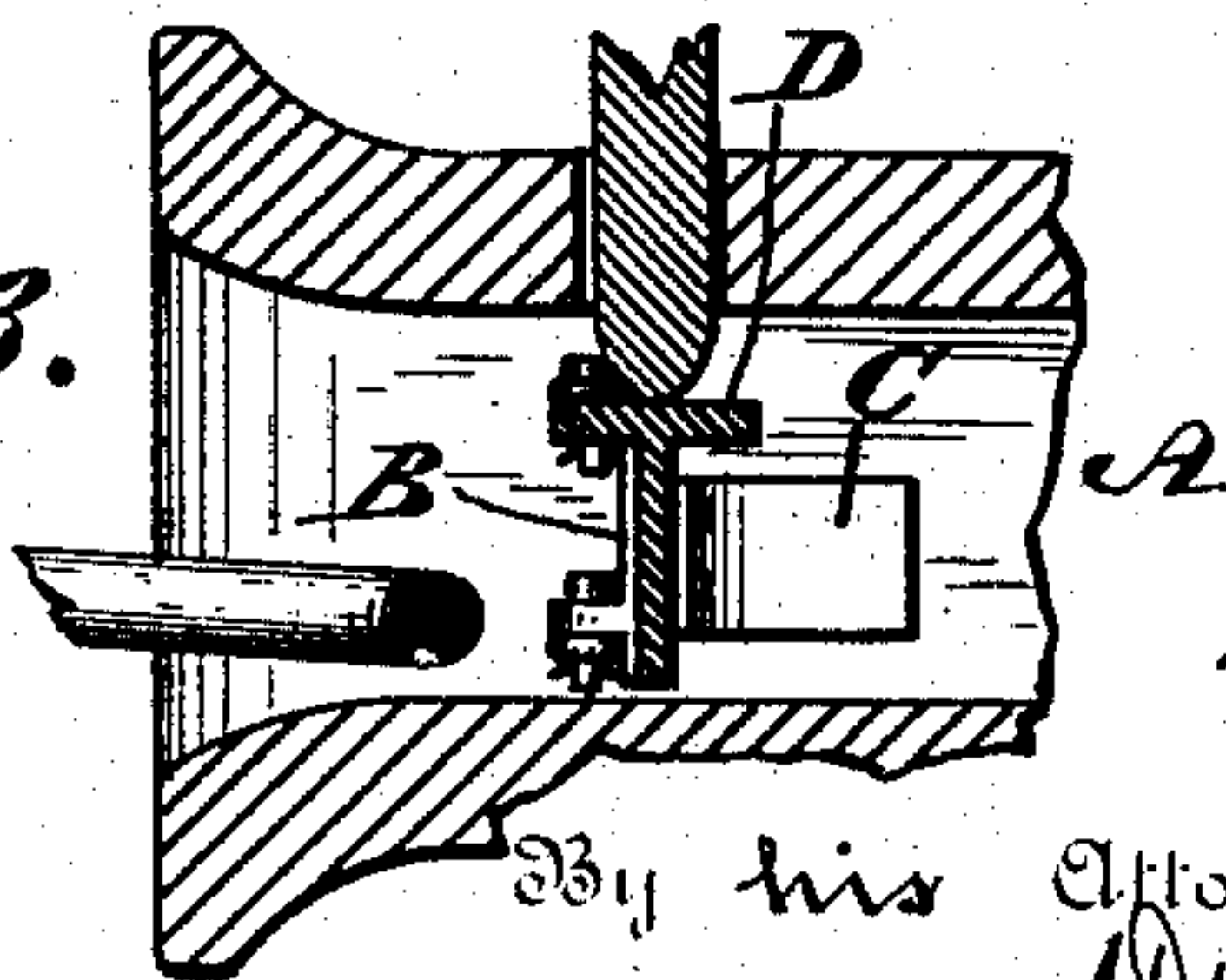


fig. 3.



Witnesses

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 413,571, dated October 22, 1889.

Application filed December 21, 1888. Serial No. 294,272. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH J. SLEEPER, a citizen of the United States, residing in the city and county of Camden, State of New Jersey, have invented a new and useful Improvement in Car-Couplings, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists of a car-coupling formed of a swinging plate or head which is adapted to be struck by the coupling-link, and serving to sustain the coupling-pin until said head is forced back, when the pin is permitted to drop into the link, thus coupling the cars. By this construction an inexpensive and reliable coupling is produced. The same is not liable to be injured when the link is thrust into the draw-head to full extent.

Figure 1 represents a front view of a car-coupling embodying my invention. Fig. 2 represents a horizontal section thereof on line *x x*, Fig. 1. Fig. 3 represents a vertical section of a portion on line *y y*, Fig. 2.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates a draw-head, which, excepting the features of my invention applied thereto, is of usual construction.

B designates a plate or head, which is located within the draw-head and pivoted or hinged to one side thereof, whereby said plate may be swung backwardly, as shown by the dotted lines, Fig. 2, said plate, when in normal position, having the end *a* opposite to its axis, abutting against the contiguous side wall of the draw-head, so as to limit the forward motion of the plate, in which position said plate is in the path of the advancing coupling-link. Connected with a suitable part of the plate is a spring C, the object whereof is to retain the plate in its normal position and hold it thereat. The top of the plate is widened, or has a piece secured to the same, so as to form a ledge D, on which the coupling-pin is primarily sustained and thus prevented from dropping into the draw-head below said ledge, as will be most clearly seen in Fig. 1.

The operation is as follows: When the link is thrust into the draw-head, it strikes the plate B and forces the same backward, so that as the link advances farther into the draw-head the coupling-pin loses its support on the ledge D and thus drops into the link, causing the coupling of the cars. When the cars are to be uncoupled, the pin is raised, and when the link is withdrawn the plate B swings outwardly to its normal position. The pin is then dropped and remains supported upon the ledge D, ready for the next coupling operation. It will be seen that when the cars are coupled, should the link be thrust violently into the draw-head, the plate B will yield, owing to its axial or swinging nature, and be removed from the path of the link, so as to be prevented from being fractured should the link reach the rear of the opening in the draw-head, or approximately so, said plate, as is evident, remaining at the side of the draw-head, the effect of which is evident.

I am aware that it is not new to construct a car-coupling with a swinging plate in the draw-head adapted to sustain the coupling-pin until the link is inserted, when the plate is forced back against a spring and the pin drops into the link; but I am not aware that it is old to construct the same with a flanged top extending so as to abut against the opposite side of the draw-head, whereby the same is prevented from being swung too far forward, where it might be inoperative.

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

The car-coupling herein described, consisting of a draw-head, a swinging plate journaled within the same and having a flange adapted to sustain the coupling-pin, and extending, as at *a*, so as to come in contact with the opposite wall of the draw-head, and a spring bearing against said swinging plate, said parts being combined substantially as described.

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Witnesses:

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