

(No Model.)

O. W. STUBBLEFIELD.
CAR COUPLING.

No. 457,096.

Patented Aug. 4, 1891.

Fig. 1.

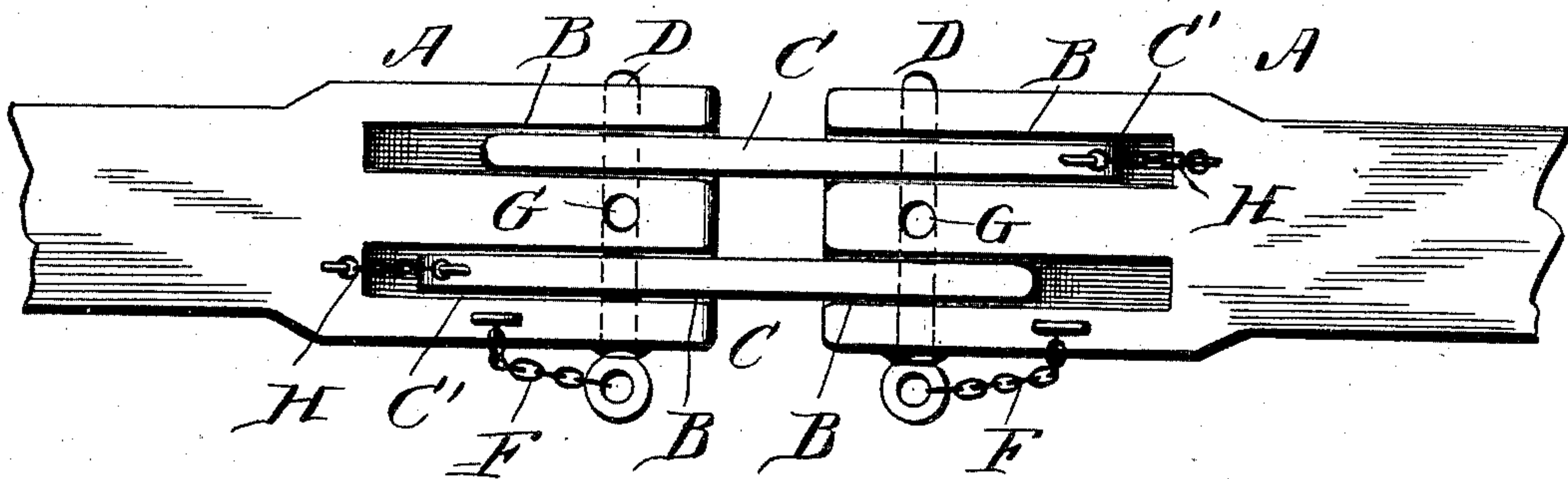


Fig. 2.

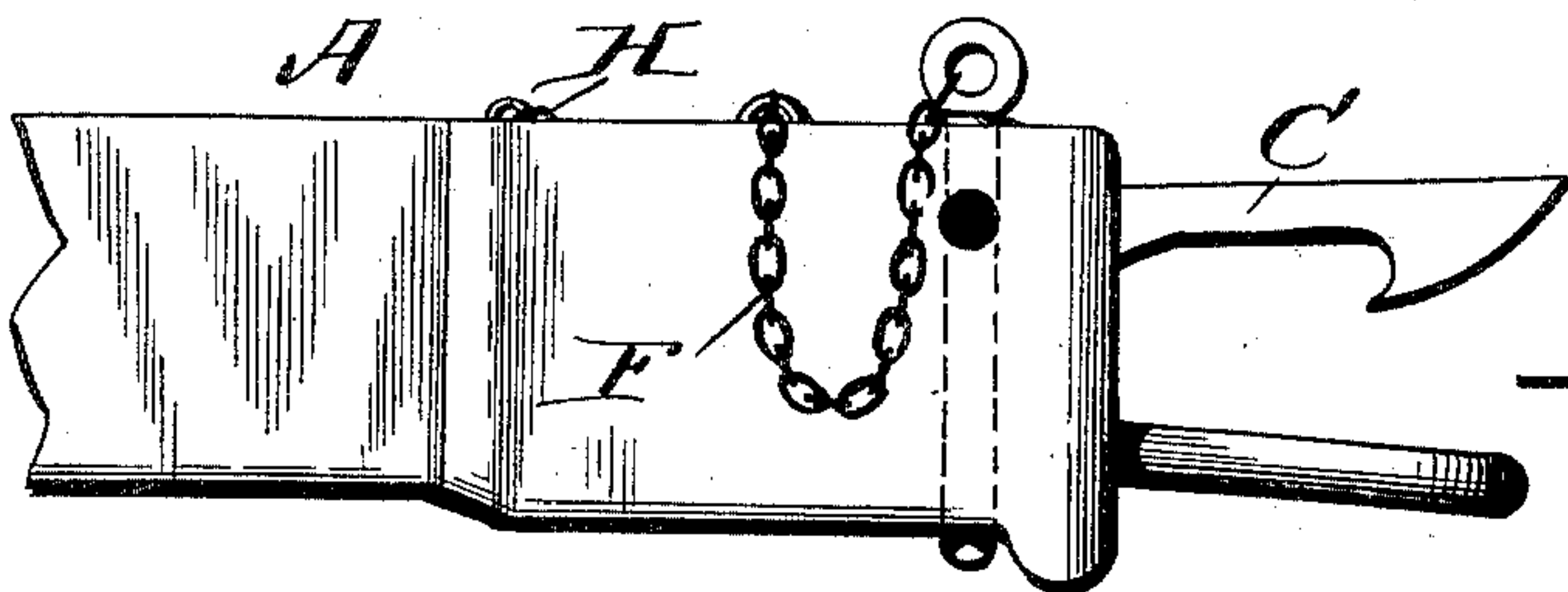
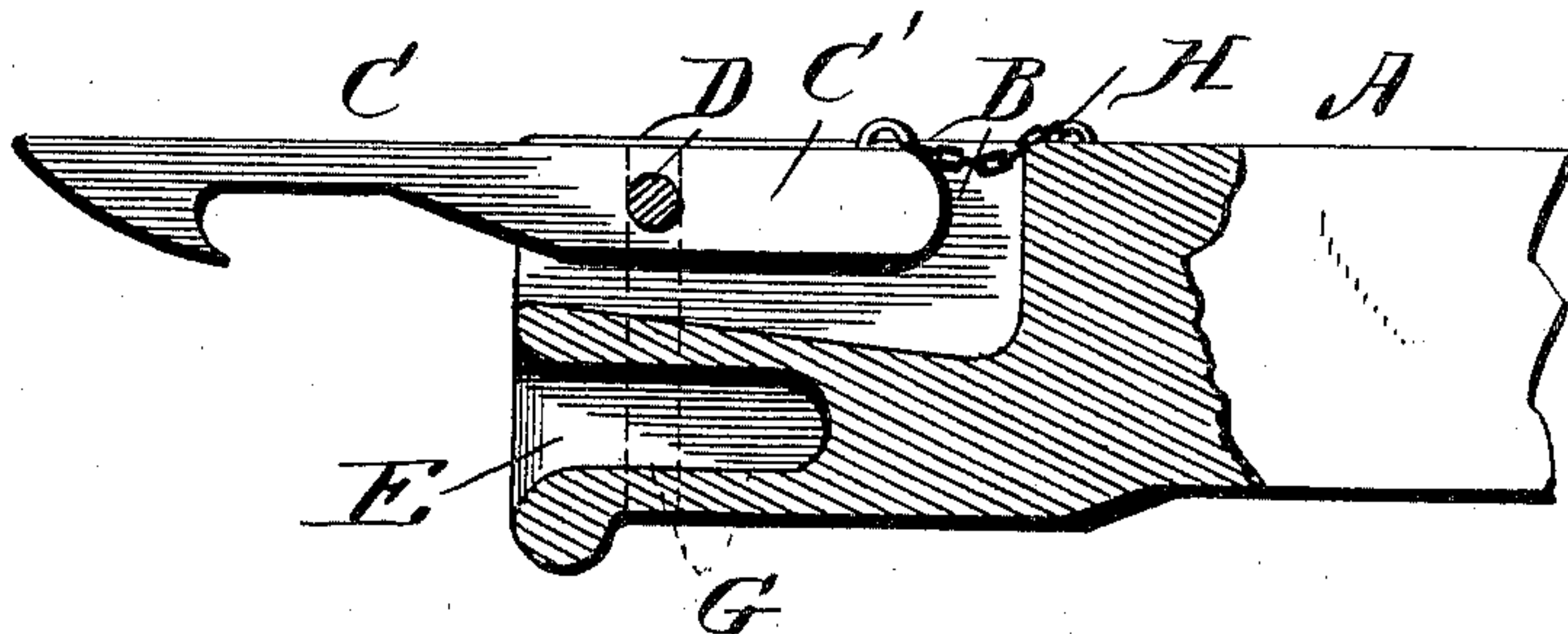


Fig. 3.

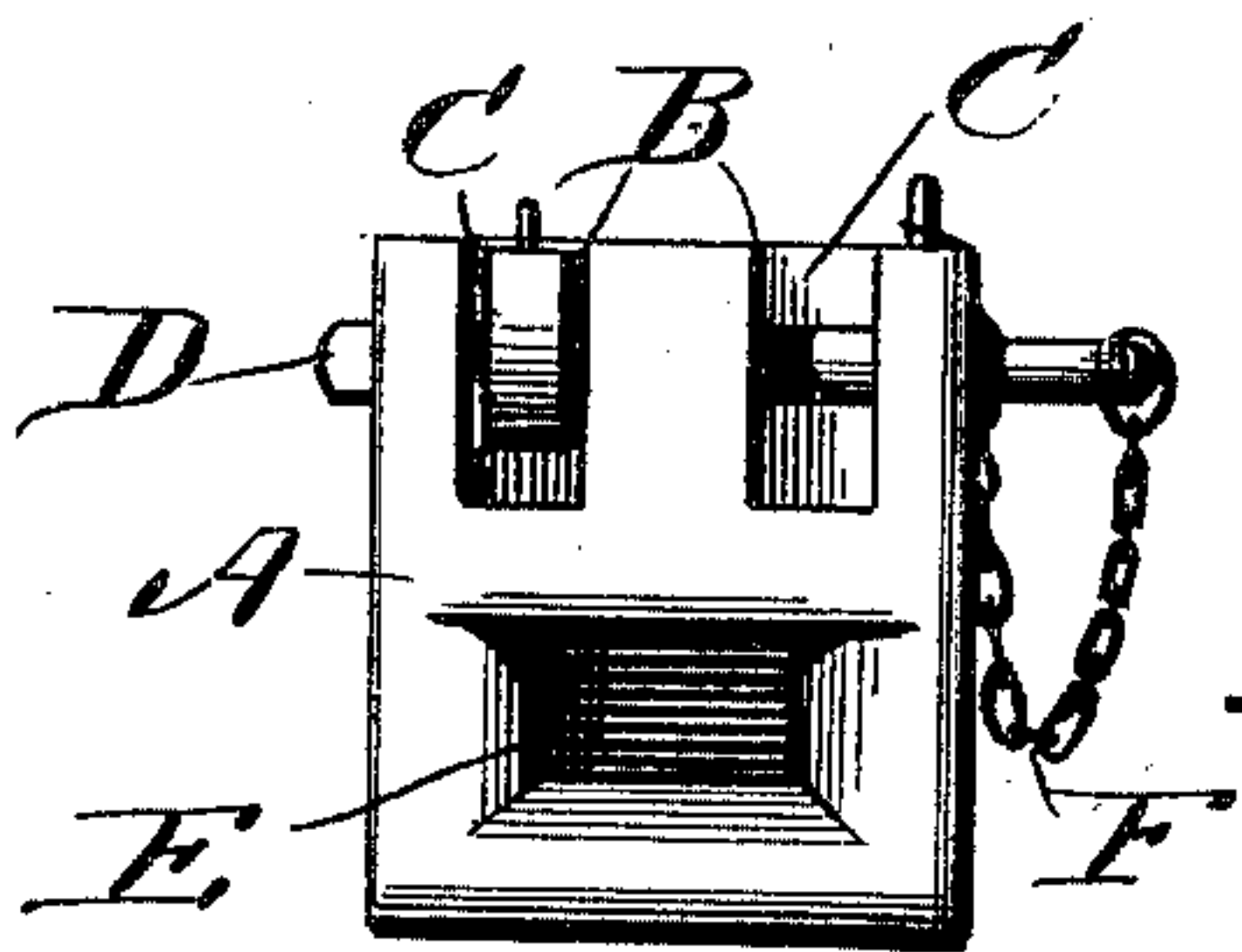


Fig. 4.

Witnesses

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 457,096, dated August 4, 1891.

Application filed April 20, 1891. Serial No. 389,669. (No model.)

To all whom it may concern:

Be it known that I, OLIVER W. STUBBLEFIELD, a citizen of the United States, residing at Canton, in the county of Fulton and State of Illinois, have invented certain new and useful Improvements in Car-Couplers; 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplers; and it has for its object to improve upon the construction of that class of car-coupling devices in which the coupling mechanism consists, essentially, of lever-hooks provided in connection with the draw-heads and adapted to automatically couple the cars, and in which mechanism is employed in connection with the hooks, whereby the hooks may be raised, so as to uncouple the cars either from the platform or roof of the car.

The invention has for a further object to provide, in connection with the hook-coupling devices, means whereby the coupler may be used when occasion requires in coupling cars which are provided with the ordinary link-and-pin coupler.

To these ends and to such others as the invention may relate the same consists in the peculiar construction and in the novel combination, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claim.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, like letters of reference indicating the same parts throughout the several views, and in which drawings—

Figure 1 is a top plan view of a coupling device constructed in accordance with my invention. Fig. 2 is a central vertical section through one of the draw-heads. Fig. 3 is a side view of the same, and Fig. 4 is an end view of one of the draw-heads.

Reference now being had to the details of the drawings by letter, A A represent the draw-heads, which are provided within their upper faces with longitudinal parallel slots B B opening at the end of the draw-head, as shown.

C C are lever-hooks pivoted within the recesses or slots B upon transverse pins or bolts D D, each draw-head being provided with a single hook adapted to engage the bolt or pin D in the corresponding recess in the opposite draw-head. These hooks have inclined or rounded faces, as shown, so as to permit the same to ride freely over the bolt or pin with which they engage when two cars are brought together. The hooks C C are provided with rearwardly-extended portions C', which serve to counterbalance the hook and hold the same normally in a horizontal position when not in use.

The draw-head is provided at its end beneath the slots or recesses B with an opening E for the reception of the link, which is commonly used upon cars when the old form of pin-and-link coupling is employed. The transverse pin D, which is commonly employed as a pivot for the hook C, is provided at its outer end with a chain F, one end of which is attached to the face of the draw-head. When the cars are coupled by the ordinary link-and-pin coupling, the said pin D is withdrawn from its seat and is passed through the vertical opening G. The hook C in this event will be allowed to remain within its recess, and will be prevented from accidental displacement by means of a link or chain H, which connects its rear end with the draw-head.

It will be readily understood that a coupling device of the character described may be operated from the platform or roof of the car by simply connecting the free end of the hook with the point at which it may be desired to operate the coupler, when by pulling upward upon the chain or other device employed for the purpose the hook may be raised and the cars uncoupled.

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

The herein-described car-coupler, the same consisting of a draw-head the upper face of

which is provided with slots or recesses opening
at the end of the draw-head, having a remov-
able transverse pin or pivot passed through
a transverse passage in the draw-head at a
5 point adjacent to its end and having a hook
C within one of said recesses and pivoted
upon the transverse pin, the inner end of the
hook being provided with a counter-weight
for retaining the hook in a horizontal posi-
10 tion when not in use, and the draw-head be-
ing provided with an open recess in its end
beneath the slots B for the reception of a
coupling-link and with a vertical passage for

the passage of a coupling-pin, and the remov-
able coupling-pin connected with the draw- 15
head by chain and adapted to serve either in
a horizontal position or as a pivot for one
hook and the engagement of the other or in
a vertical position in connection with the link,
substantially as and for the purpose described. 20

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

OLIVER W. STUBBLEFIELD.

Witnesses:

CHRIS T. HUNT,

HUBERT STEPHENS.