

(No Model.)

2 Sheets—Sheet 1.

H. THUIRER
CAR COUPLING.

No. 589,875.

Patented Sept. 14, 1897.

Fig. 1.

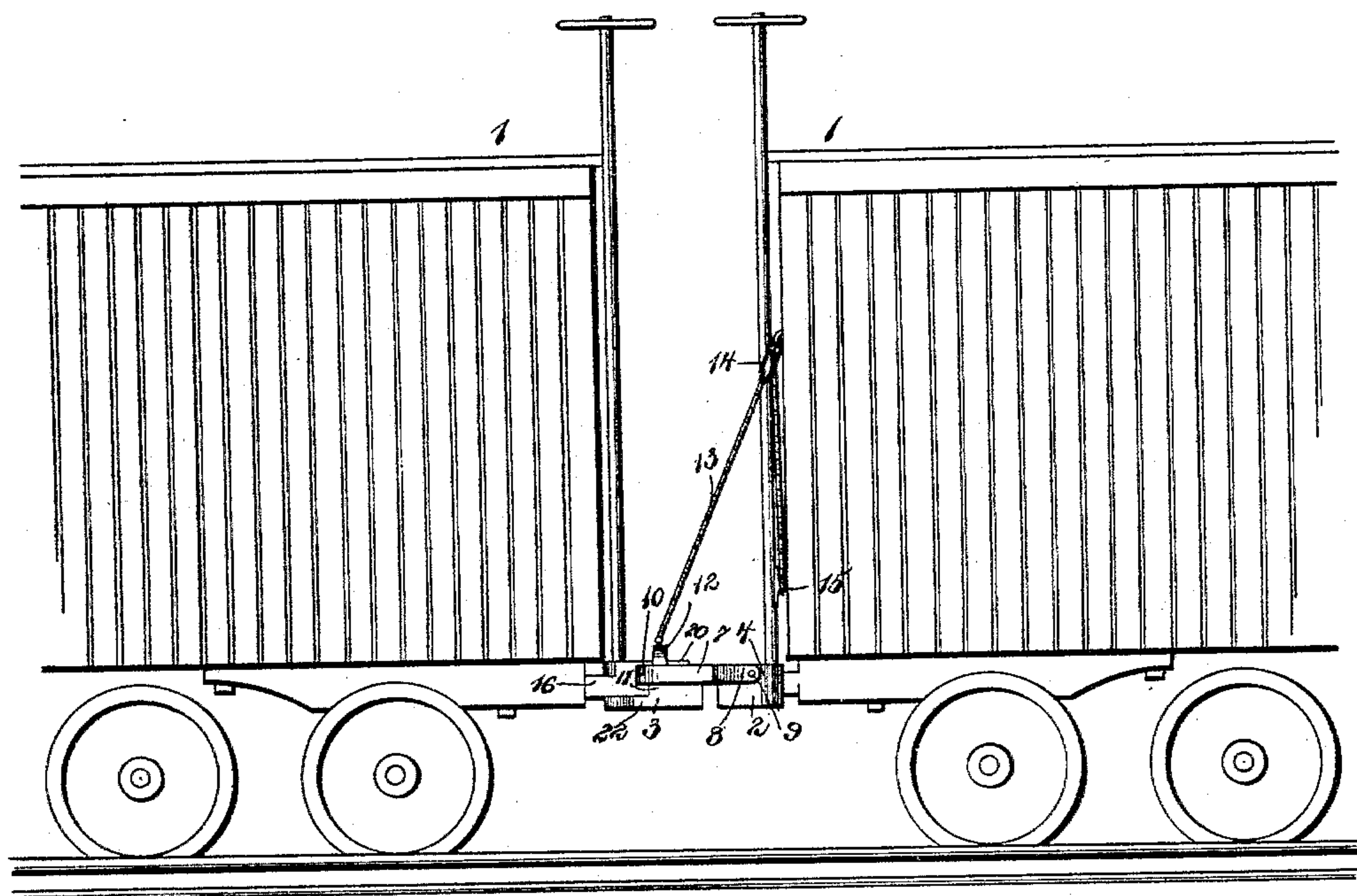
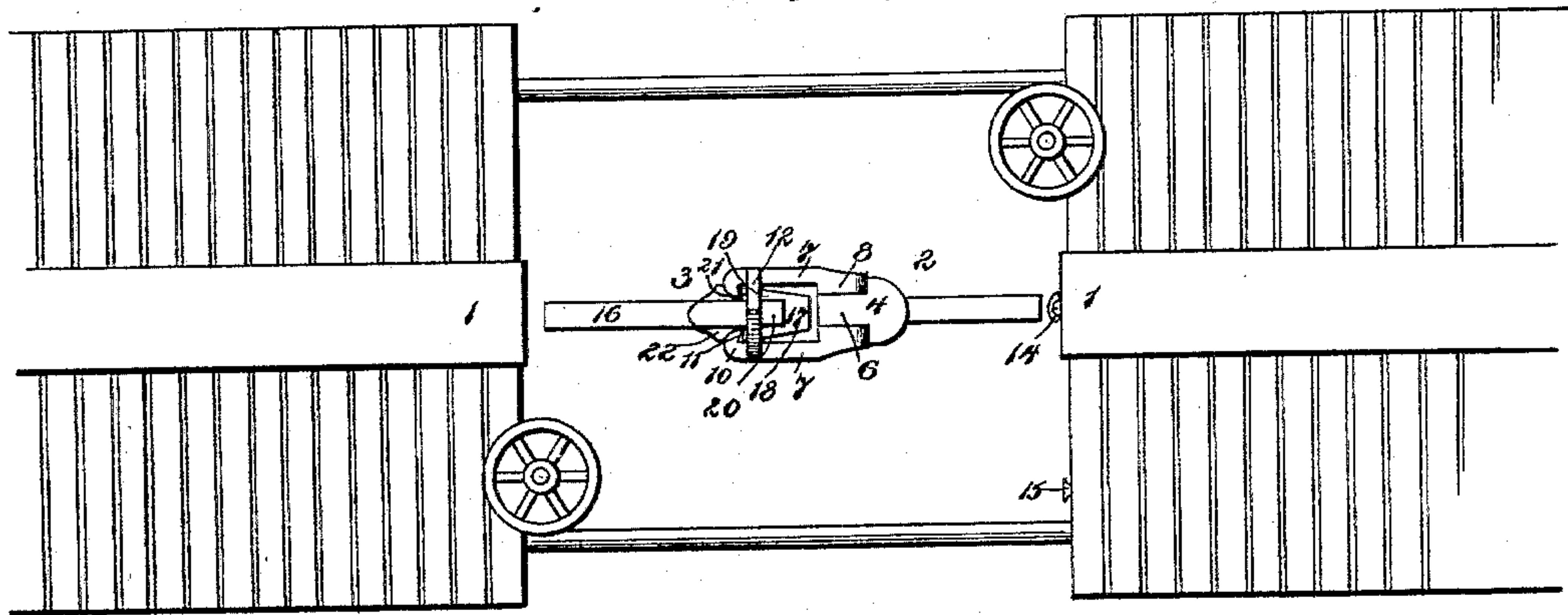


Fig. 2.



Witnesses
C. Bradway
and
A. C. Peyton

Inventor
Henry Thurer.
By John Heddleburn
Attorney

(No Model.)

2 Sheets—Sheet 2.

H. THUIRER.
CAR COUPLING.

No. 589,875.

Patented Sept. 14, 1897.

Fig. 3.

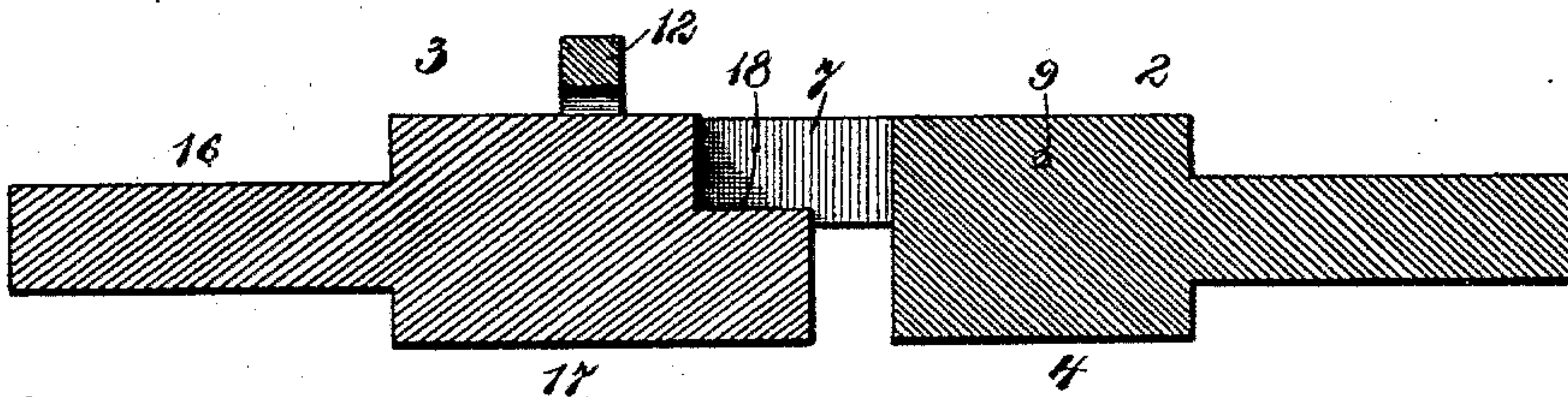


Fig. 4.

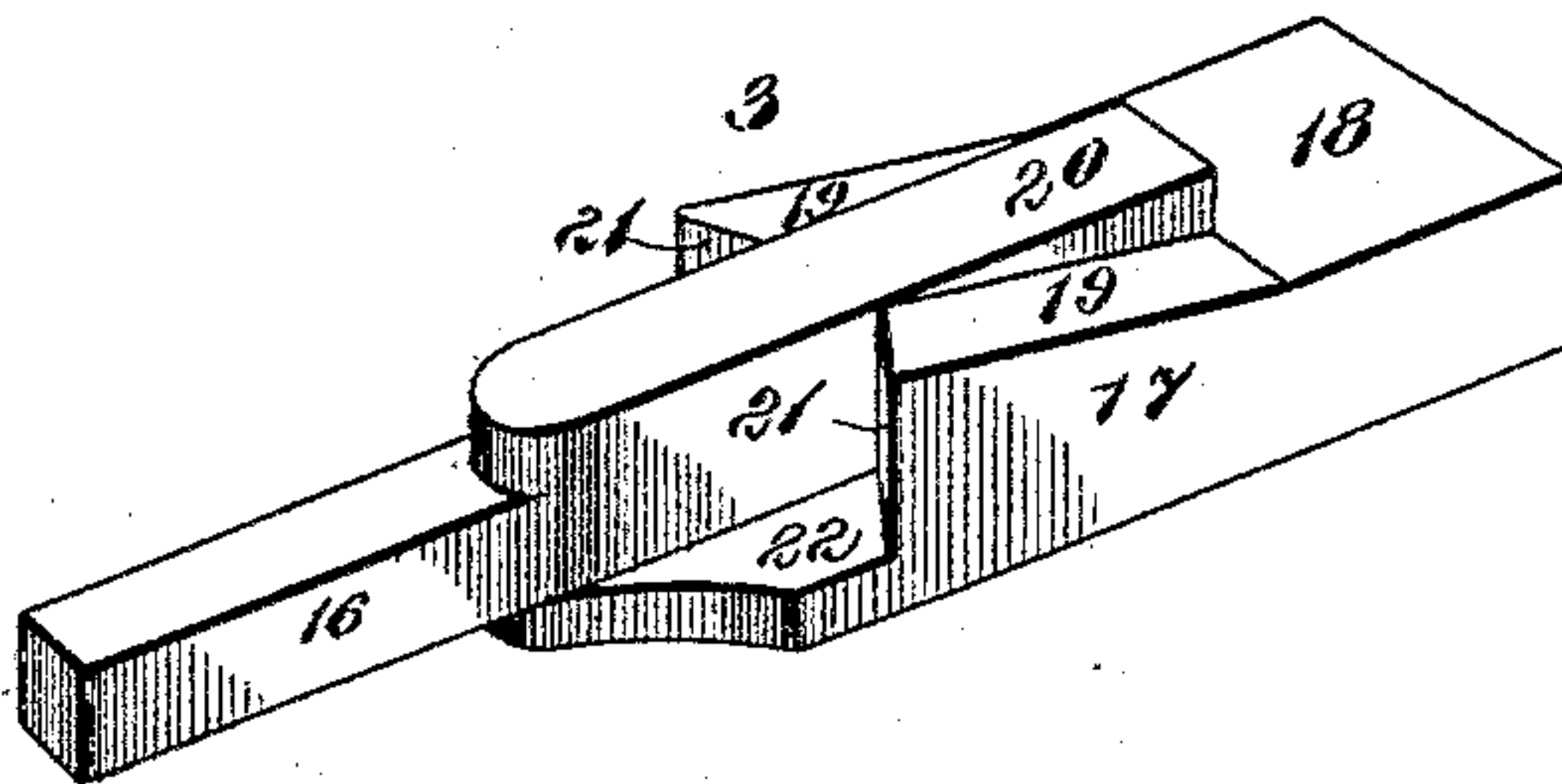
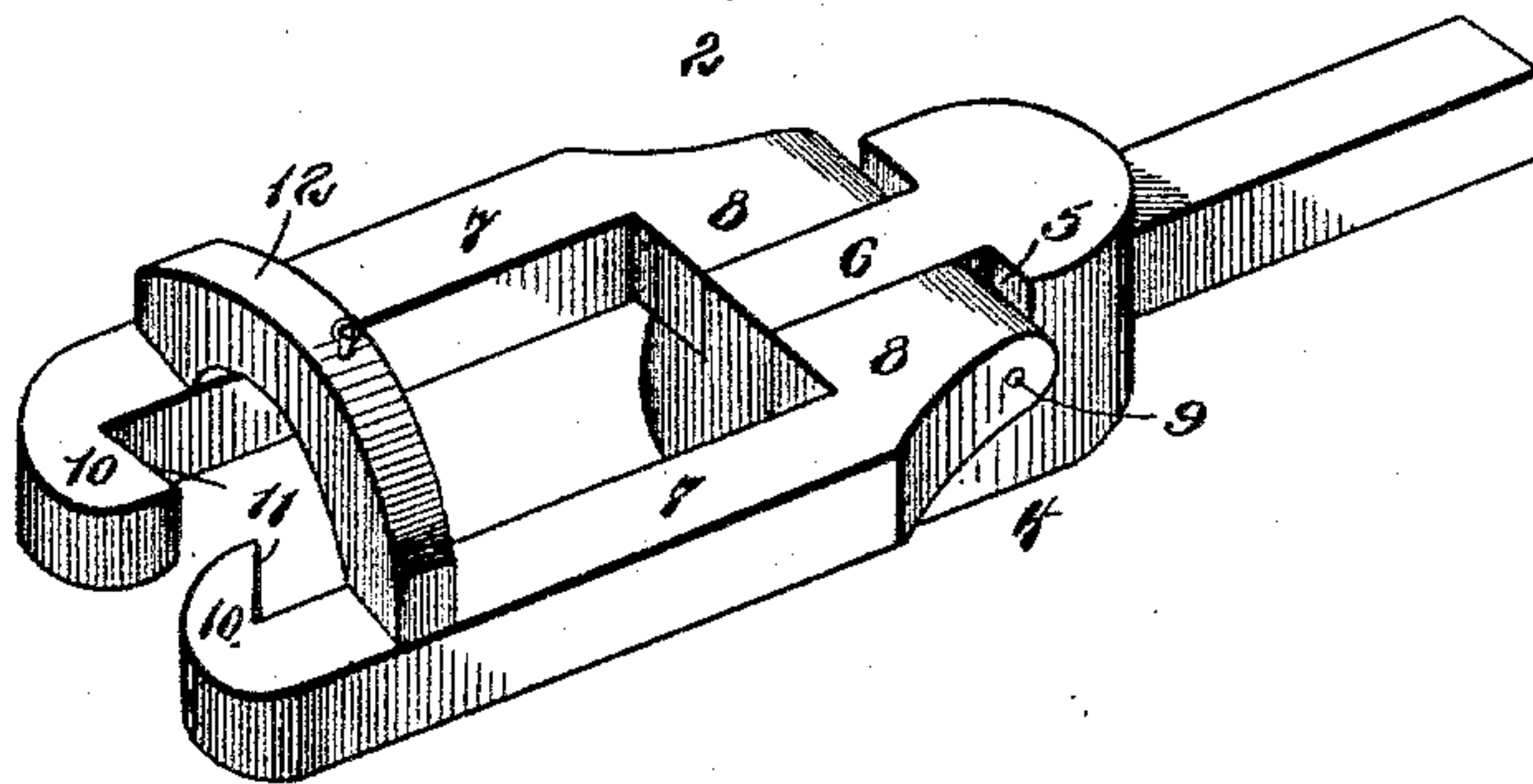


Fig. 5.



Witnesses.
C. Bradway.
Am. S. P. S. Co.

Inventor
Henry Thurer.
By *John H. H. H. H.*
Attorney

UNITED STATES PATENT OFFICE.

HENRY THUIRER, OF SPENCER, IOWA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 589,875, dated September 14, 1897.

Application filed April 3, 1897. Serial No. 630,495. (No model.)

To all whom it may concern:

Be it known that I, HENRY THUIRER, a citizen of the United States, residing at Spencer, in the county of Clay and State of Iowa, have
5 invented certain new and useful Improvements in Car-Couplers; and I do hereby 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
10 it appertains to make and use the same.

My invention relates to certain new and useful improvements in car-couplers, the object being to provide a coupler of simple and improved construction which is effective in
15 operation and cheap to manufacture.

To this end I have provided a coupler combining certain novel constructions, combinations, and arrangements of parts, as will be hereinafter more fully described, and specifically set forth in the appended claim.
20

In the accompanying drawings, Figure 1 is a side view of a portion of the ends of two joined cars, showing the two parts of the couplers united. Fig. 2 is a top or plan view
25 showing the coupler members disengaged from the car, but connected with each other. Fig. 3 is a longitudinal sectional view thereof on line 3 3 of Fig. 2. Fig. 4 is a perspective view of the pin or bar member of the coupler.
30 Fig. 5 is a detail perspective view of the pivot-jaw member.

Referring to the drawings, the numeral 1 designates the portion of the end of the cars to which my invention is applied.

35 My invention consists of two members—a pivoted hook link member 2 and a bar or pin engaging member 3.

I will first proceed to describe the construction of the link hook member.

40 The numeral 4 designates the draw-head of the car, formed at each side with spaces 5, separated by a central division-wall 6. The two arms 7 of the link member have broad inturned rear ends 8, which occupy the said
45 spaces and are pivoted to the draw-head by a pin or bolt 9, passing through said inturned rear ends of the link-arms and the said central dividing-wall of the draw-head. The said two arms thence extend forward and are
50 provided at their outer ends with inwardly-projecting hooking-lips 10, provided with inclined faces 11, a narrow space being left be-

tween said hooking-lips. A cross-bar 12 connects the two arms of the link member adjoining the said hooking-lips thereof and
55 serves as a brace to maintain the said bars in fixed position relatively to each other. A cord, wire, or other suitable lifting device 13 has one end connected with the said pivoted link member and passes around a pulley 14
60 on the front of the car adjacent the bottom thereof and thence to the top of the car, where its upper end 15 is suitably secured. By pulling on this end the pivoted link member 1 may be raised as desired, and when
65 the said cord or lifting device is dropped the pivot link portion will drop to its proper position by its own gravity. The pin-engaging member 3 is attached to a shank 16, suitably secured to the bottom of the car, and com-
70 prises a head 17, formed with a broad level space 18 at the front thereof, from which extend upwardly-inclined side faces 19, which are divided by a guiding-ridge 20. About
75 midway of the length of said guiding-ridge the inclined face portions 19 terminate, the body or head being cut away at that point to form inclined engaging shoulders 21, at the lower ends of which are base-webs 22. The
80 guiding-ridge 20 and the shank 16 of this member unite at this point and separate the said two engaged shoulders 21 from each other.

In operation it will be seen that when the two parts of the coupler are to be engaged to connect adjoining cars the two arms 7 of the
85 link member 1 ride upon the inclined side faces 19 of the pin or bar member 2 until the locking-shoulders 21 are encountered, whereupon the said link-arms drop on opposite sides of the head or body of the bar member
90 and the locked lips engage with said shoulders and unite with the two coupler parts, the rear portion of the guiding-ridge 20 accompanying the space between the said lips of said link-arm. When the coupler parts
95 are thus united, they cannot be accidentally disconnected under ordinary circumstances, and yet may be readily disengaged when desired by applying said lifting cord or wire 13.

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

In a car-coupler, the combination of a draw-head formed with vertical spaces or recesses

at each side thereof separated by a division-wall, a link member having its arms formed with broad inturned rear extremities occupying said recesses and pivoted to have vertical upward movement therein by a pin or
5 rod extending therethrough and through said division-wall, and the arms thence extending forward and formed at their outer end with inclined hook-lips, a bar connecting said
10 arms, and a pin or bar jaw member formed with a level front portion terminating in upwardly-inclined guide-faces, a guiding-ridge separating said guiding-faces and having its
15 outer or front end arranged in line with the base at the rear of said level front portion,

locking-shoulders at the ends of said guiding-faces arranged substantially midway of the length of the said guiding-ridge and formed by recessing the pin member at the rear of the guide-faces, a stop-web at the base of the
20 shoulder, and a shank projecting from the guiding-ridge, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HENRY THUIRER.

Witnesses:

F. M. McCONNELL,
FLORENCE E. MACK.