

No. 622,775.

Patented Apr. 11, 1899.

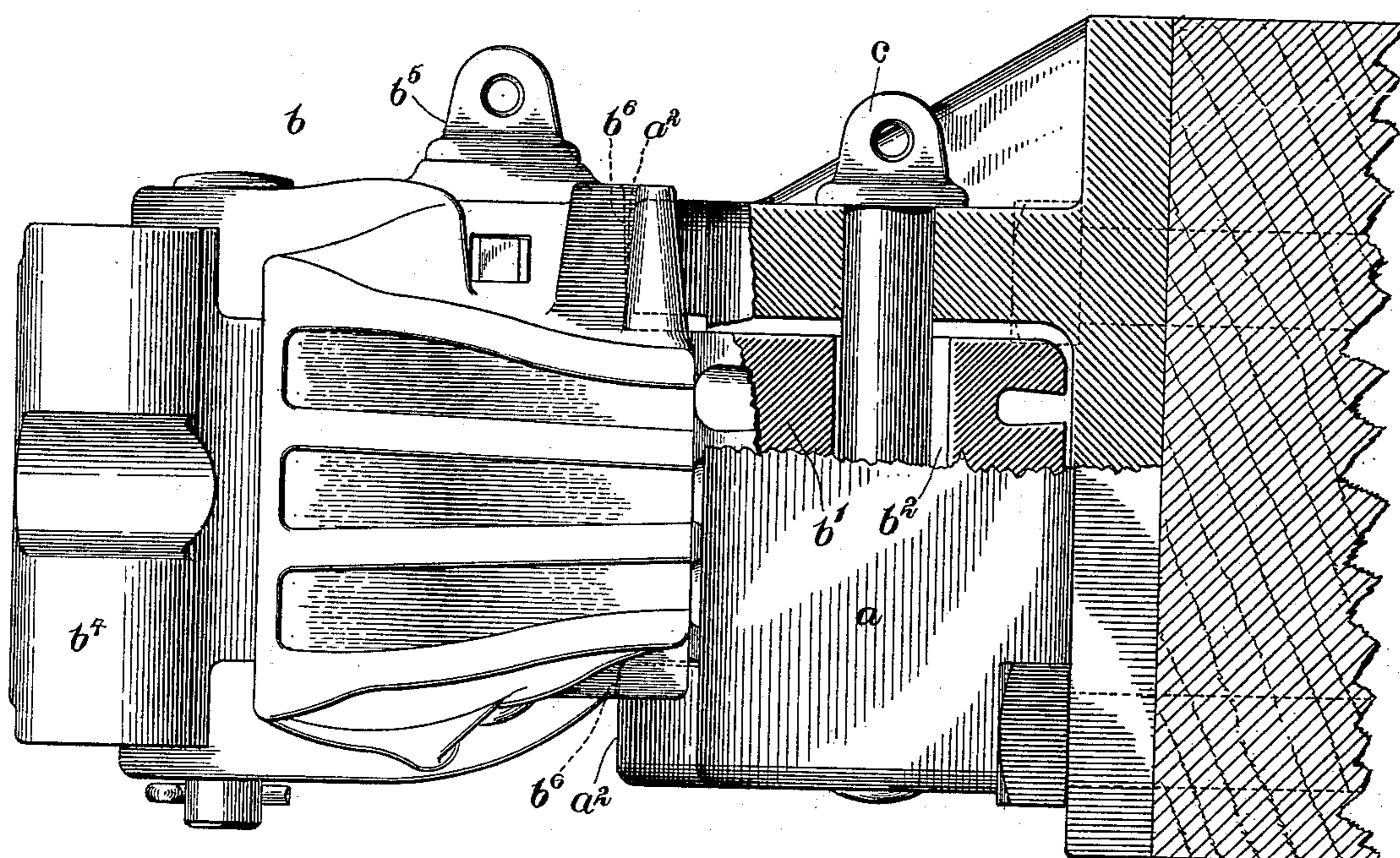
S. J. MEEKER.  
LOCOMOTIVE TENDER COUPLING.

(Application filed Aug. 23, 1898.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.



WITNESSES:

*Geo. W. Taylor.*  
*E. Stevens*

INVENTOR

*S. J. Meeker*

BY

*Chas. F. Dane*

*att* ATTORNEY

No. 622,775.

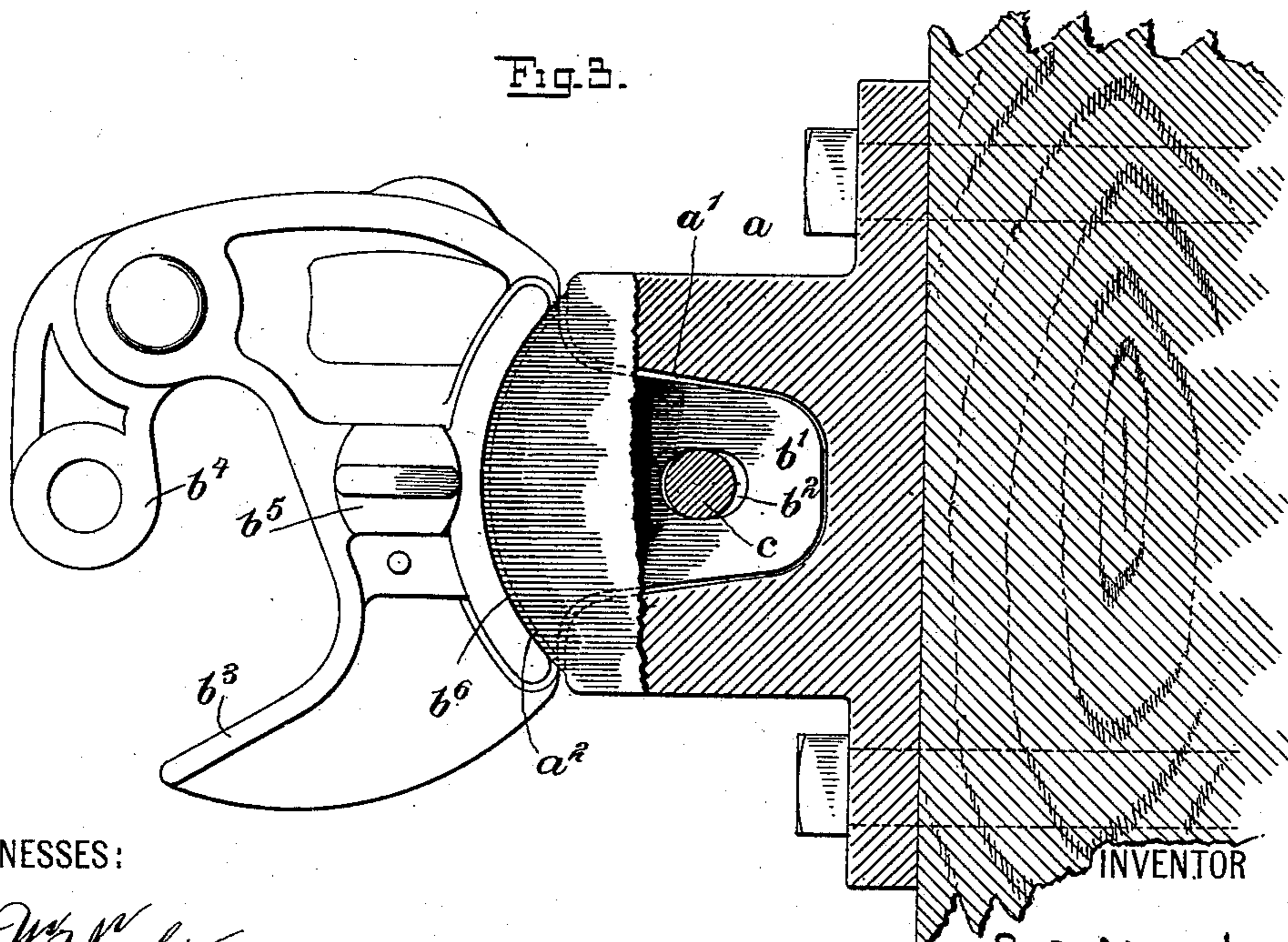
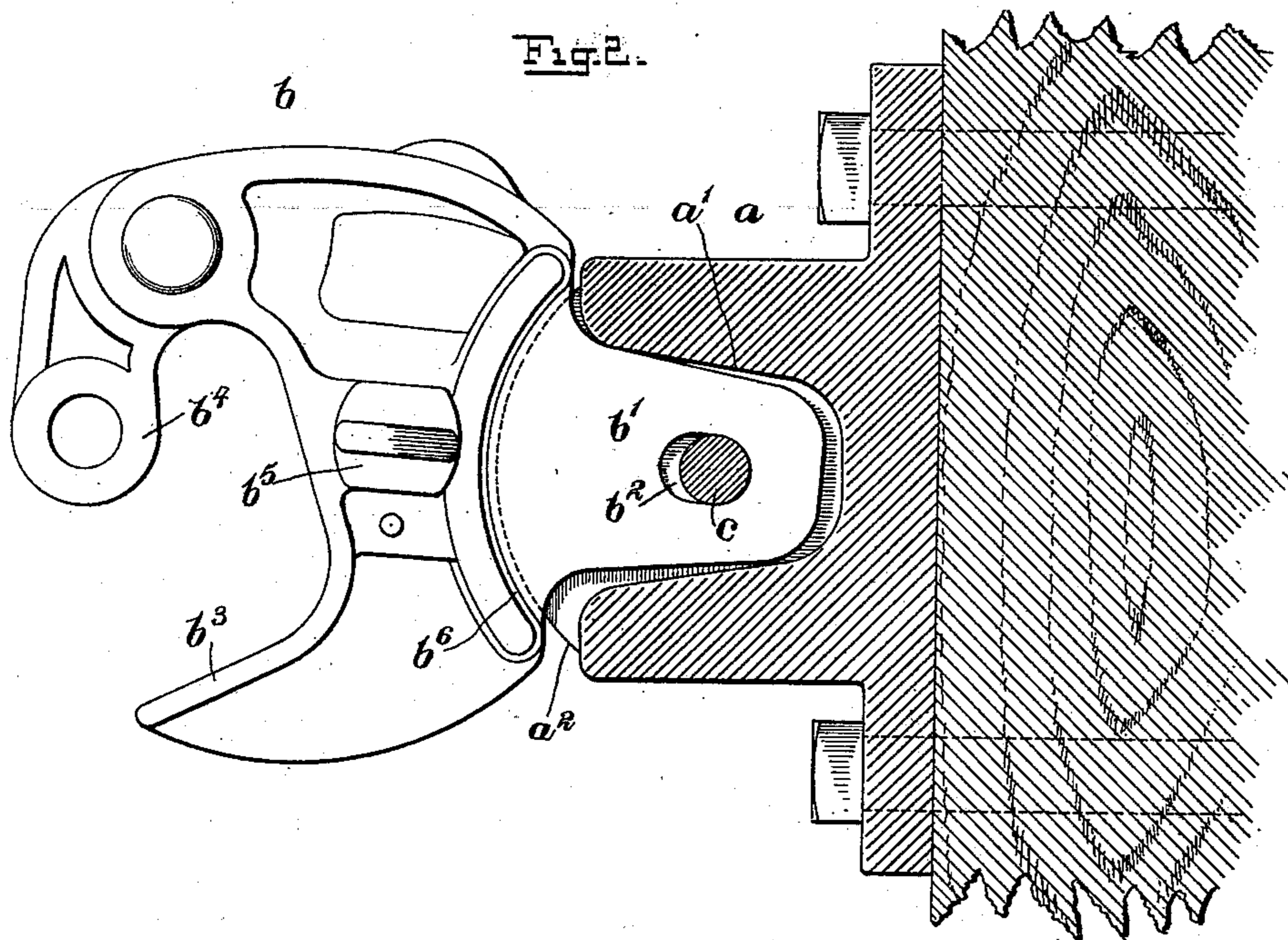
Patented Apr. 11, 1899.

S. J. MEEKER.  
LOCOMOTIVE TENDER COUPLING.

(Application filed Aug. 23, 1898.)

(No Model.)

2 Sheets—Sheet 2.



WITNESSES:

Geo. W. Naylor  
C. Stevens

INVENTOR

S. J. Meeker  
BY  
Chas. F. Dore  
ATTORNEY

# UNITED STATES PATENT OFFICE.

STEPHEN J. MEEKER, OF NEWARK, NEW JERSEY.

## LOCOMOTIVE-TENDER COUPLING.

SPECIFICATION forming part of Letters Patent No. 622,775, dated April 11, 1899.

Application filed August 23, 1898. Serial No. 689,298. (No model.)

*To all whom it may concern:*

Be it known that I, STEPHEN J. MEEKER, a citizen of the United States, and a resident of Newark, Essex county, State of New Jersey, have invented certain new and useful Improvements in Locomotive-Tender Couplings, of which the following description, taken in connection with the drawings herewith accompanying, is a specification.

10 This invention relates particularly to couplings for use on locomotive-tenders. It is desirable that couplings of this class should be supported in connection with the tender so as to be capable of having a lateral move-  
15 ment when the train is passing on a curve and after being uncoupled from a connecting-coupler be left in a central position relative to the tender and in proper position to receive a coupler in connection therewith.

20 Having this in mind, my invention consists in the novel construction and arrangement of parts, as hereinafter set forth in detail and pointed out in the claims, whereby the desirable features above mentioned are secured.

25 Referring to the drawings, Figure 1 is a side view of a tender-coupler and its supporting-bracket embodying my invention, the same being partly broken away. Figs. 2 and 3 are plan views of the same with the bracket  
30 in section, showing different positions of the coupler.

To explain in detail,  $a$  represents a bracket-plate which is adapted to be secured by bolts or other suitable fastening means upon a locomotive-tender in proper position to support  
35 a coupler. This bracket-plate is provided with a chamber  $a'$  in its face side, in which the shank  $b'$  of a coupler  $b$  is pivotally supported by means of a pin  $c$ , which latter  
40 passes through the walls of the bracket-plate and through an opening  $b^2$  in the coupler-shank, as shown. The coupler  $b$ , which may be of any suitable construction, consists, as herein shown, of a draw-head of the vertical-  
45 plane type, having a guard-arm  $b^3$ , a swinging knuckle  $b^4$ , and a vertically-movable locking-pin  $b^5$ , all as found in the well-known "Smilie" coupler.

50 According to my invention the pin-hole  $b^2$  in the coupler-shank is made elongated, so as to allow a longitudinal movement of the shank within the chamber  $a'$ , whereby the coupler

when drawn to its outward limit of movement as allowed by said elongated opening may have a lateral movement and when moved  
55 backward to its limit in the opposite direction will be caused to assume a substantially central position to insure its proper coupling with another coupler.

The chamber  $a'$  in the bracket-plate  $a$  is of  
60 such width at its rear end as to receive the coupler-shank freely therein without binding, but sufficiently close to cooperate with the pivot-pin  $c$  and cause the coupler when moved backward into the chamber, as shown in Fig.  
65 3, to assume a central position for coupling with another coupler. The sides of the chamber  $a'$  gradually increase in width toward its front end, so as to allow the coupler when  
70 drawn forward or outward, as shown in Fig. 2, to have a desired lateral movement.

The upper and lower walls of the chamber  $a'$  in the bracket-plate  $a$  are each formed with a projecting curved edge  $a^2$ , and the coupler is  
75 formed with correspondingly-curved shoulders  $b^6$  on its upper and lower surfaces, which are adapted to engage with the said projecting edges of the bracket-plate and limit the backward thrust or movement of the coupler  
80 when the cars are brought together in the act of coupling or otherwise. The adjacent surfaces of the coupler and the bracket-plate are so formed relative to each other that the said  
85 projecting edges  $a^2$  of the bracket-plate receive the full backward thrust of the coupler, the elongated pin-opening  $b^2$  in the coupler-shank also being so arranged that its front  
90 end will not engage with the pin  $c$ , as shown in Fig. 3, thus relieving the latter of any strain thereon upon the backward movement  
95 of the coupler.

In operation it will be understood that the coupler during the drawing of a connected car or train is drawn outward to its full limit, as shown in Fig. 2, whereby it may have any  
100 desired lateral movement, and when the cars are brought together in the stopping of a train for the purpose of uncoupling the coupler is thereby moved backward into the chamber  $a'$  and caused to assume a central position  
relative to the tender in the manner described, whereby it will be in proper position to insure its ready and proper coupling with another coupler.

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

1. In a car-coupler, the combination, with a  
5 draw-head provided with a shank having an  
opening therein, of a supporting-bracket hav-  
ing a chamber to receive said shank of the  
draw-head, a pivot-pin connected with the  
10 bracket-plate and extending through said  
opening in the coupler-shank, the said open-  
ing being elongated to permit of a longitudi-  
nal movement of the coupler relative to the  
pin, and the side walls of the said chamber  
15 being tapering and cooperating with the pivot-  
pin in centering the coupler upon the back-  
ward movement of the latter.

2. In a car-coupler, the combination, with a  
draw-head provided with a shank having an

opening therein, of a supporting-bracket hav-  
ing a chamber to receive said shank of the 20  
draw-head, a pivot-pin connected with the  
bracket-plate and extending through said  
opening in the coupler-shank, the said open-  
ing being elongated to permit of a longitudi-  
25 nal movement of the coupler, and the walls  
of the said chamber being tapering to permit  
of a lateral movement of the coupler when  
drawn outward, and cooperating with the piv-  
ot-pin in centering the coupler when moved  
backward, and means for limiting the back- 30  
ward movement of the coupler to prevent  
strain upon the pivot-pin in such direction.

STEPHEN J. MEEKER.

Witnesses:

CHAS. F. DANE,  
E. STEVENS.