

No. 795,638.

PATENTED JULY 25, 1905.

W. H. MINER.
CENTERING DEVICE FOR CAR COUPLINGS.

APPLICATION FILED FEB. 23, 1905.

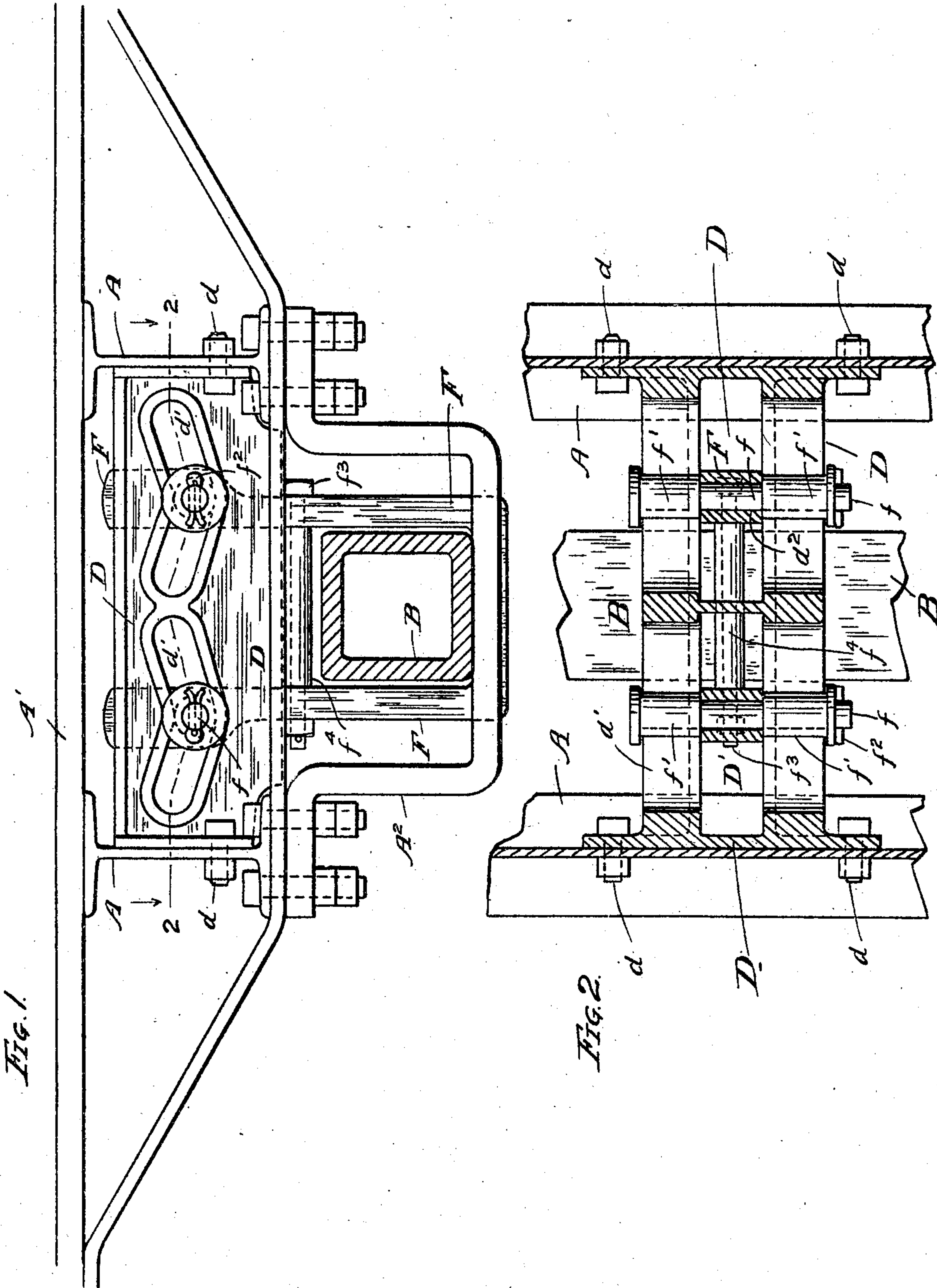


Fig. 1.

Fig. 2.

WITNESSES:

F. B. Townsend
A. W. Munday,

INVENTOR.

William H. Miner

BY

Munday, Coats & Adcock,
his ATTORNEYS

UNITED STATES PATENT OFFICE.

WILLIAM H. MINER, OF CHICAGO, ILLINOIS, ASSIGNOR TO W. H. MINER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

CENTERING DEVICE FOR CAR-COUPPLINGS.

No. 795,638.

Specification of Letters Patent.

Patented July 25, 1905.

Application filed February 23, 1905. Serial No. 246,867.

To all whom it may concern:

Be it known that I, WILLIAM H. MINER, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Centering Devices for Car-Couplers, of which the following is a specification.

My invention relates to improvements in centering devices and stirrups or carry-irons for railway-car couplers.

The object of my invention is to provide a car-coupler-centering device of a simple, efficient, strong, and durable construction and capable of coöperation with the ordinary construction of stirrup or carry-iron and which while permitting the coupler to have the necessary lateral or swinging movement in passing around curves will automatically restore the coupler to its proper central position in respect to the car without the use of springs.

My invention consists in the means I employ to practically accomplish this object or result—that is to say, it consists, in connection with the draw-bar of the coupler and stirrup or carry-iron, of a saddle or support extending between and secured to the sills or framework of the car above the draw-bar and furnished with double-incline guides or ways and a coupler-centering device surrounding and embracing the draw-bar of the coupler and furnished with pins or antifriction-rollers traveling in the inclined ways of the saddle or support, so that when the coupler draw-bar is swung to either side it will be slightly lifted by the surrounding centering device as the pins or rollers of which move up the inclined ways, and so that the coupler draw-bar will be restored by its own gravity and that of its centering device to its central or normal position when the car again passes onto a straight track.

My invention also consists in the novel construction of parts and devices and in the novel combinations of parts and devices herein shown and described.

In the accompanying drawings, forming a part of this specification, Figure 1 is a front elevation of a coupler or draw-bar centering device embodying my invention, the draw-bar being shown in vertical cross-section. Fig. 2 is a section on the broken line 2 2 of Fig. 1.

In the drawings, A A represent the center

sills of a railway-car, A' the front or cross sill, and A² the stirrup or carry-iron, these parts being of any ordinary or suitable construction.

B is the draw-bar of the coupler.

D is a saddle or stationary support extending transversely between the center sills A A and secured rigidly thereto by bolts *d*. The saddle or support D is furnished with a central slot or opening D' to receive the U-shaped coupler-centering-device piece or member F. The transversely-extending saddle or support D is provided with double or reversely-inclined slots or ways *d'* *d'*, and the U-shaped centering piece or member F is furnished with pins *f*, fitting and traveling in these inclined slots or ways *d'*, each of the pins *f* preferably being furnished with an antifriction-roller *f'* on each end thereof to fit and travel in these ways or slots *d'*. The pins *f* extend through eyes *d*², with which the two limbs of the U-shaped centering-piece is provided, and the U-shaped centering-piece F is removably mounted on its saddle or support D by means of keys *f*², which extend through the pins *f*. The U-shaped centering-piece F is preferably provided with a cross bar or bolt *f*³ above the draw-bar of the coupler, the same having a thimble *f*⁴, so that this bolt will operate both as a brace and a tie in strengthening and stiffening the two limbs or members of the U-shaped centering-piece which surrounds and embraces the draw-bar of the coupler below and on each side thereof, so that when the coupler swings to either side the centering-piece F will thus be moved to one side or the other, and thus be raised and cause the draw-bar itself to be slightly lifted, so that it will be automatically returned to its central position by its own gravity and that of the centering device F.

I claim—

1. The combination with the draw-bar and stirrup or carry-iron, of a centering-device saddle or support above the draw-bar and having inclined ways, a centering-piece engaging the draw-bar and traveling in the inclined ways of said saddle or support, whereby the draw-bar is automatically restored to its central position, substantially as specified.

2. In a centering device for car-couplers, the combination of a stationary saddle having inclined ways, of a U-shaped centering-piece

surrounding and engaging the draw-bar, substantially as specified.

3. In a centering device for car-couplers, the combination of a stationary saddle having inclined ways, of a U-shaped centering-piece surrounding and engaging the draw-bar, and provided with pins extending through the inclined ways of said saddle or support, substantially as specified.

4. In a centering device for car-couplers, the combination of a stationary saddle having inclined ways, of a U-shaped centering-piece surrounding and engaging the draw-bar, and provided with pins extending through the inclined ways of said saddle or support, and furnished with antifriction-rollers, substantially as specified.

5. In a car-coupler-centering device, the combination of a transversely-extending saddle or support secured at its ends to the car sills or frame, and furnished with a central slot or opening and with reversely-inclined slots or ways, of a centering-piece engaging the draw-bar and provided with pins furnished with antifriction-rollers, substantially as specified.

6. In a car-coupler-centering device, the combination with a saddle or support having a central slot or opening and provided with

reversely-inclined slots or ways in the members thereof on each side of said central slot or opening, and a U-shaped centering-piece surrounding and engaging the draw-bar and provided with pins extending through said saddle or support, substantially as specified.

7. In a car-coupler-centering device, the combination with a saddle or support having a central slot or opening and provided with reversely-inclined slots or ways in the members thereof on each side of said central slot or opening, a U-shaped centering-piece surrounding and engaging the draw-bar and provided with pins extending through said saddle or support, and furnished with antifriction-rollers, substantially as specified.

8. The combination with a coupler draw-bar, of a gravity centering device therefor comprising a saddle or support above the draw-bar and having inclined ways, and a movable centering-piece traveling in said inclined ways and engaging the draw-bar, said saddle or support having a central slot or opening to receive said movable centering-piece, substantially as specified.

WILLIAM H. MINER.

Witnesses:

H. M. MUNDAY,

WILLIAM A. GEIGER.