(No Model.)

C. WEEKS & J. E. BUSH.

CAR COUPLING

No. 482,566. Patented Sept. 13, 1892.

Fig. 1.

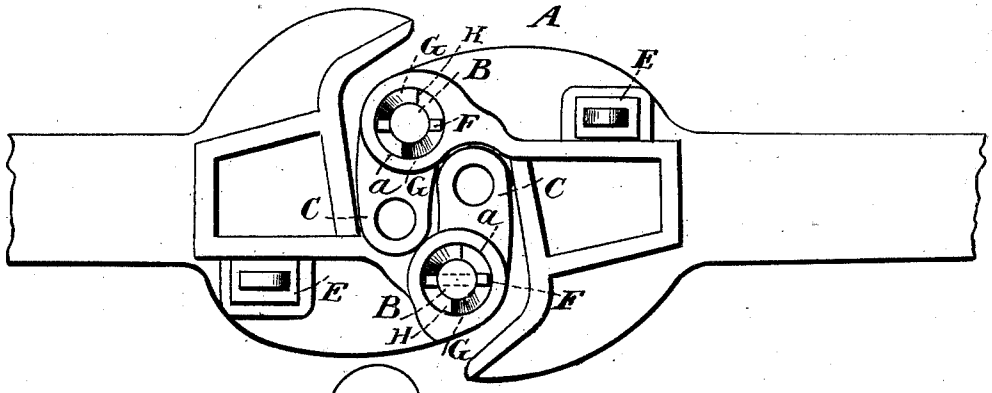


Fig. 2.

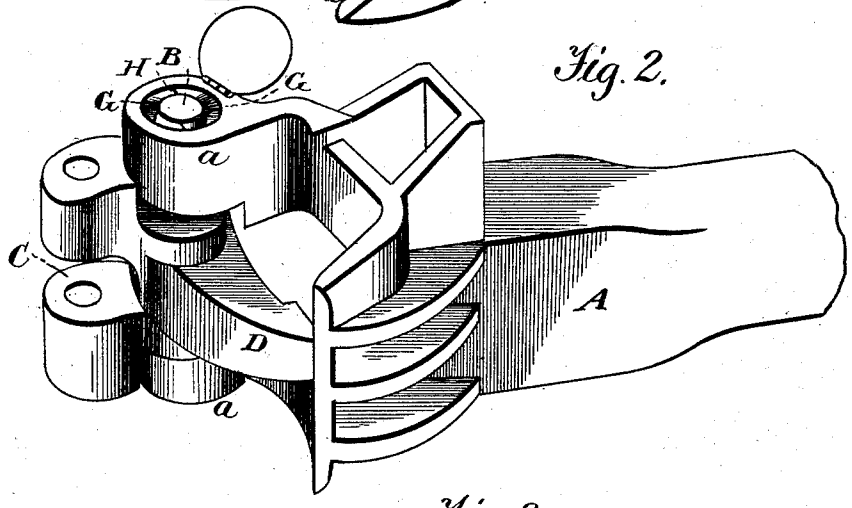
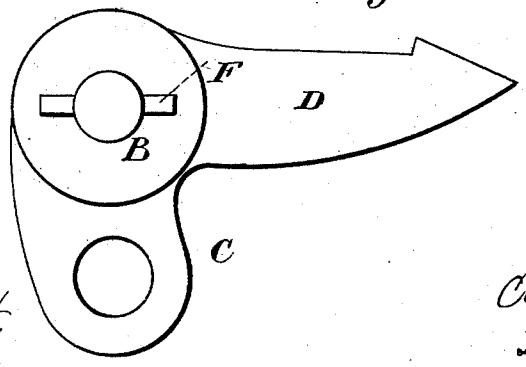


Fig. 3.



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UNITED STATES PATENT OFFICE.

CLAYTON WEEKS AND JOHN ELISHIE BUSH, OF HOBART, NEW YORK.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 482,566, dated September 13, 1892.

Application filed March 30, 1892. Serial No. 427,102. (No model.)

To all whom it may concern:

Be it known that we, CLAYTON WEEKS and JOHN ELISHIE BUSH, citizens of the United States, residing at Hobart, in the county of Delaware and State of New York, have invented certain new and useful Improvements in Twin-Jaw Car-Couplings; and we 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 it appertains to make and use the same.

The invention relates to twin-jaw car-couplers; and it consists in making the knuckle or hook-jaw pintle with a cross-pin near the top and in a corresponding part of the upper eye in which it turns making two reverse inclines on which the arms of the pin may move up and down.

Figure 1 of the drawings is a plan view of two opposite draw-heads connected by a twin-jaw coupler and showing the reverse inclines; Fig. 2, a perspective view of a twin-jaw coupler with the hook-jaw swung out for uncoupling; and Fig. 3, a detail view of the hook-jaw, showing the pintle with cross-pin.

In the drawings, A represents the draw-head, provided with the upper and lower eyes *a a*, in which the vertical pintle B turns. This pintle is preferably cast with the hook-jaw C on one side and on the other with a shank D. E is a drop-pin, which falls in front of this shank, so that the jaw C may take the strain of the draft. Now our object is to make the said jaw automatically swing out for uncoupling as soon as the pin E is raised to the proper height. For this purpose we secure by casting or otherwise the cross-pin F to the upper part of the hinge-pintle B and to a corresponding internal part of the upper eye *a* the reversed curved inclines G G, on which the equal arms of pin F may move up and down. When the pin F is at the top of the inclines and the drop-pin E in front of the shank D, the hook-jaw C is or may be coupled with an opposite draw-head; but as soon as the drop-pin E is raised the jaw C will fly outward and the draw-heads be uncoupled. The force exerted in coupling upon the jaw C causes the whole knuckle to turn and be raised to the height of the inclines, while the gravity of the knuckle causes it to descend the inclines and rest against the shoulders H H.

What we claim as new is—

A twin-jaw car-coupling having the cross-pin on the upper end of the hook-jaw pintle and the reverse inclines in the upper hinge-eye thereof, as and for the purpose set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

CLAYTON WEEKS.
JOHN ELISHIE BUSH.

Witnesses:
R. MCNAUGHT,
CALVIN KEELER.