

(No Model.)

R. S. ROBERTSON.
CAR COUPLING.

No. 479,079.

Patented July 19, 1892.

Fig. 1.

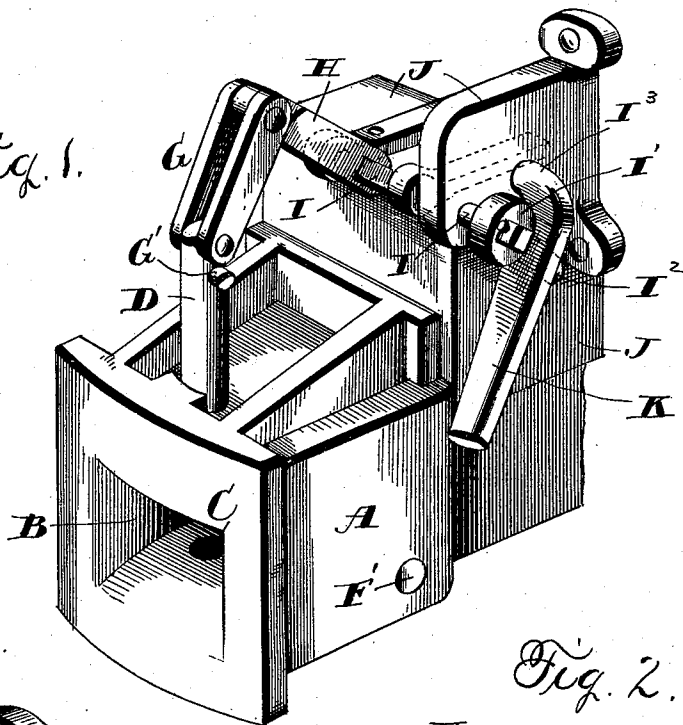


Fig. 3.

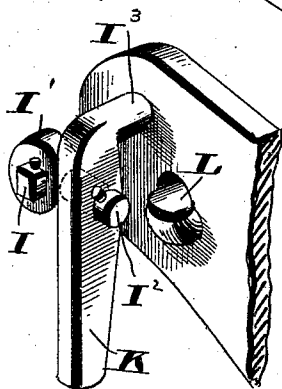
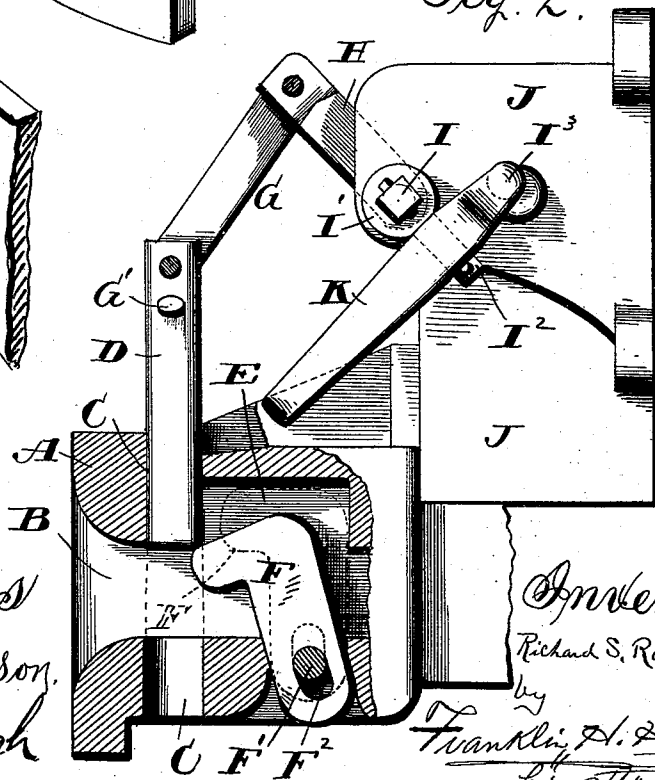


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

RICHARD SUTTON ROBERTSON, OF CASTLE GATE, UTAH TERRITORY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 479,079, dated July 19, 1892.

Application filed March 28, 1892. Serial No. 426,734. (No model.)

To all whom it may concern:

Be it known that I, RICHARD SUTTON ROBERTSON, a citizen of the United States, residing at Castle Gate, in the county of Emery and Territory of Utah, have invented certain new and useful Improvements in Car-Couplings; 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 that class of automatic couplers in which the ordinary form of coupling-link is employed and to provide means, in connection with the coupler, whereby the coupling pin or bar may be held in a raised position when not required for use in coupling.

To these ends and to such others as the invention may pertain, 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, in which drawings—

Figure 1 is a perspective view of a car-coupling device embodying my improvements. Fig. 2 is a central vertical section of the same. Fig. 3 is an enlarged detail in perspective of the device for locking the coupling-pin in a raised position.

Reference now being had to the details of the drawings by letter, A designates the draw-head, which is of ordinary form and is provided with the usual flaring opening B for the reception of the coupling-link and with a vertical opening C for the passage of the coupling bar or pin D.

Within a vertical recess or chamber E, provided for the purpose immediately to the rear of the vertical opening C, is a casting F, which is of a width corresponding with the width of the link-opening B. This casting F serves both as a gravity-catch for supporting the coupling-pin when raised above the link-entrance and also serves, when the coupling-link is in place, to hold the same in a horizontal position. This casting is pivoted within the draw-head by means of a transverse pivot or shaft F', which is passed through the side walls of the draw-head and through a vertically-elongated opening F² in the lower portion of the body portion of the casting, as shown, and is thus allowed a vertical movement within certain limits, as will be readily understood. The coupling-pin D is at its upper end pivotally attached to one end of the link G and at a point near its upper end is provided with transverse extensions or lugs G', which prevent the pin from falling or passing too far in entering the draw-head. The link G is, at the end opposite to that which is attached to the pin D, pivoted to the outer end of the arm H, which arm is at its other end secured to the shaft I. The shaft I is journaled within suitable bearings in the castings J, which rise from the rear portion of the draw-head; or, if preferred, it may be journaled within blocks or extensions attached to the car and independent of the draw-head. At one end of the shaft I is secured a casting I', from one side of which projects a stub-shaft I². The lever K, which serves as a means for locking the coupling-pin in a raised position when desired, is sleeved at a point near one of its ends upon the stub-shaft I², and the curved short end I³ of the lever is adapted when turned inward, to enter an aperture L in the casting J.

The operation of the coupling is simple and will from the foregoing description be readily understood. The gravity catch or casting F will serve to automatically hold the pin in position for coupling when raised, and when the link is forced within the entrance of the draw-head it will contact with the latch, forcing it backward and releasing the pin, which will drop through the link. The cast-

ing F, being provided with means for vertical play, as described, adapts it for use in connection with links attached to couplers of different heights, and the lever I, with its connections, serve to permit the pin to be readily locked in a raised position when desired.

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

10 The combination, with the draw-head recessed as described, of the casting F, pivoted within a recess to the rear of the coupling-pin opening, the coupling-pin having lugs extending laterally therefrom near its upper end,
15 the shaft I, journaled in bearings above and to the rear of the draw-head, pivoted link

connections, as described, between the shaft and pin, the casting I', having upon one of its sides the stub-shaft I², and the lever K, sleeved at a point near one of its ends upon the stub-shaft, the short arm of the lever being curved, as described, and adapted to be thrown into engagement with an opening in the casting J, substantially as described, and for the purpose specified.

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

RICHARD SUTTON ROBERTSON.

Witnesses:

W. G. SHARP,
H. J. SCHULTZ.