

(No Model.)

W. P. NYE.
CAR COUPLING.

No. 551,091.

Patented Dec. 10, 1895.

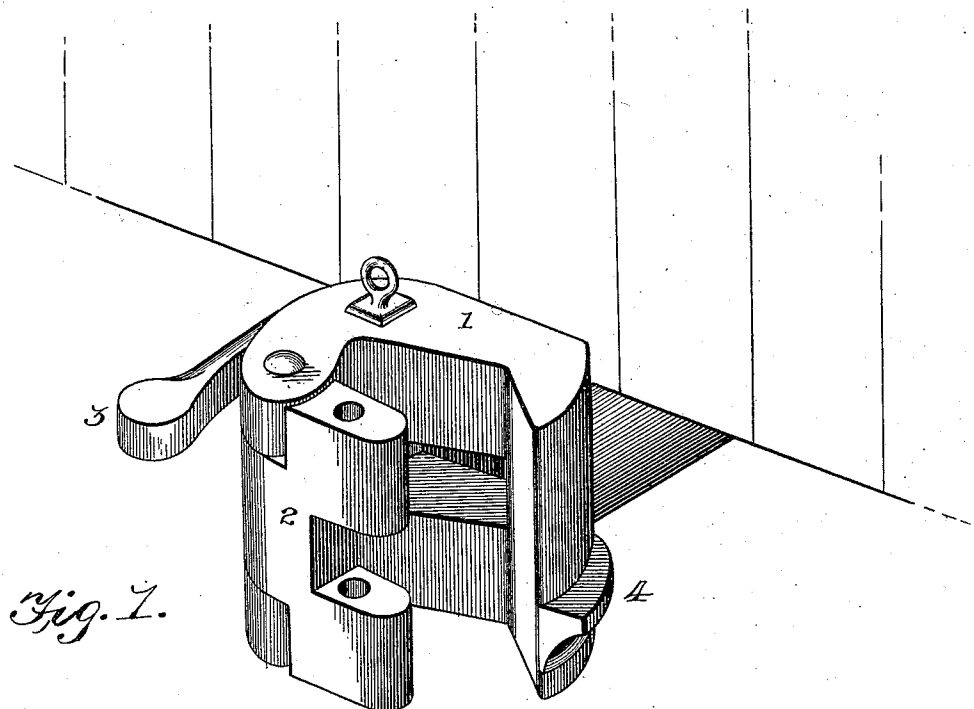


Fig. 1.

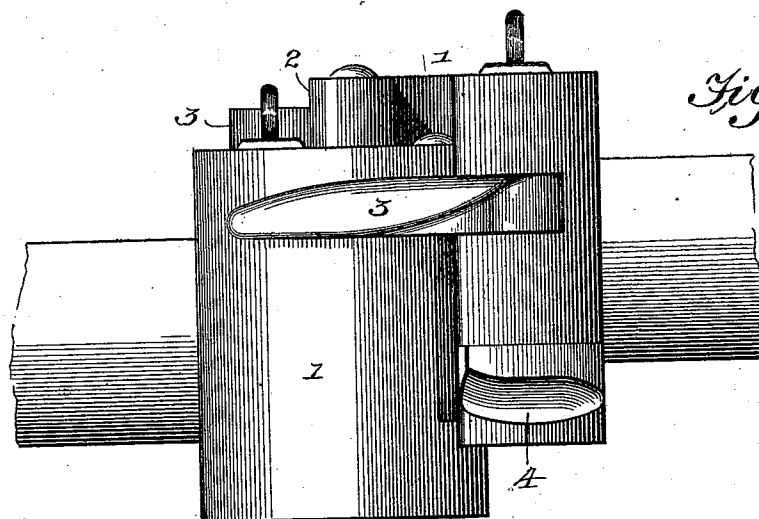


Fig. 2.

Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM P. NYE, OF TAZEWELL, VIRGINIA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 551,091, dated December 10, 1895.

Application filed October 5, 1895. Serial No. 564,792. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. NYE, a citizen of the United States, residing at Tazewell, in the county of Tazewell and State of Virginia, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to improve the construction of car-couplings of the Janney type and to provide simple and efficient means for limiting the vertical movement of the draw-heads on each other when
15 coupled to prevent them from becoming accidentally uncoupled, and also to prevent one of them from dropping to the track in event of its being pulled out of its fastenings.

The invention consists in the construction
20 and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective
25 view of a car-coupling constructed in accordance with this invention. Fig. 2 is a side elevation of two draw-heads coupled.

Like numerals of reference indicate corresponding parts in both the figures of the drawings.
30

1 designates a draw-head of the Janney type provided with the usual pivoted knuckle 2 and adapted to couple with a corresponding draw-head, as will readily be understood.
35 The draw-head is provided at its knuckle side with an outwardly-projecting horizontal arm 3, located at the top of the draw-head and extending beyond the front thereof when the knuckle is closed. At the other side of the
40 draw-head is arranged a horizontal flange or ledge 4, located at the bottom of the draw-head and extending rearward from the front thereof. When two draw-heads are coupled, as illustrated in Fig. 2 of the accompanying drawings, the arm 3 of one draw-head overlaps the other draw-head and is located above the ledge 4 thereof, whereby stops
45 are provided to limit the vertical movement of the draw-heads on each other to prevent them from being thrown out of engagement by inequalities of the road and becoming un-

coupled, and also to prevent a draw-head from dropping upon the track and wrecking the cars in rear of it should it be pulled out of its car and become detached therefrom.
55

It will be apparent that the arm 3 and the flange or ledge 4 permit the necessary vertical play of the draw-heads and a vertical adjustment thereof, so that a light or empty car can couple with a heavy one without twisting
60 or straining the couplings. The arm 3 and the flange 4 do not interfere with the automatic coupling of the draw-heads, and they may be constructed in any suitable manner and be formed integral with or be secured to
65 the draw-heads.

It will be seen that the safety device for car-couplings of the Janney type and analogous ones is exceedingly simple and inexpensive in construction, that it is positive and reliable in operation, and that while preventing
70 absolutely two draw-heads from becoming uncoupled or disengaged through vertical movement on each other it permits a limited vertical movement or play to avoid straining the
75 couplings or their connections with the cars. It will also be apparent that it does not interfere with the free use of the coupler, and the efficiency of the latter is nowise impaired, and the operations of coupling and uncoupling
80 may be performed with as great facility and convenience as though the safety device were not applied.

Changes in the form, proportion, and minor details of construction may be resorted to
85 without departing from the principle or sacrificing any advantages of the invention.

What I claim is—

1. A car coupling of the Janney type or the like provided at one side of the draw-head
90 with a forwardly projecting arm, and having at the opposite side a ledge or flange, whereby, when two draw-heads are coupled, the flanges and the arms will lie in the same vertical plane and form stops to limit the vertical
95 movement of the draw-heads on each other and prevent them from becoming separated, substantially as described.

2. A draw-head of the Janney type provided at its knuckle side at its top with an outwardly
100 extending horizontal arm, and having at its other side at its bottom, a horizontal flange

or ledge extending rearward from the front
of the draw-head, said arm being of a length
to project beyond the draw-head, when two
draw-heads are coupled, and to lie above the
5 adjacent flange or ledge, substantially as and
for the purpose described.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in
the presence of two witnesses.

WILLIAM P. NYE.

Witnesses:

JOHN H. SIGGERS,

HAROLD H. SIMMS.