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COUPLING PIN CONTROLLING DEVICE.
APPLICATION FILED APR. 10, 1911.

1,182,207. Patented May 9, 1916.

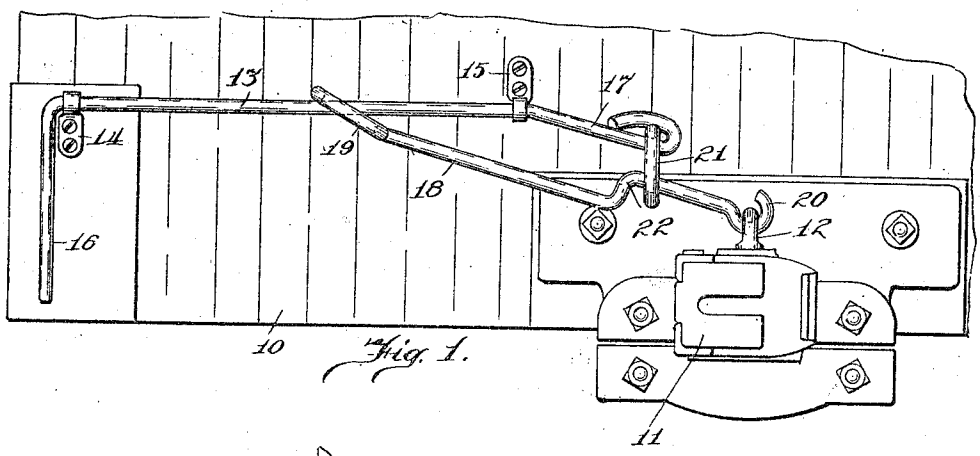


Fig. 1.

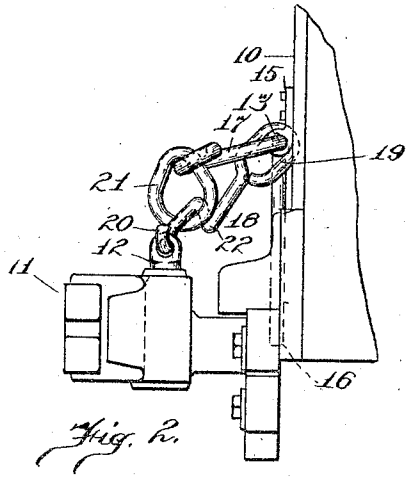


Fig. 2.

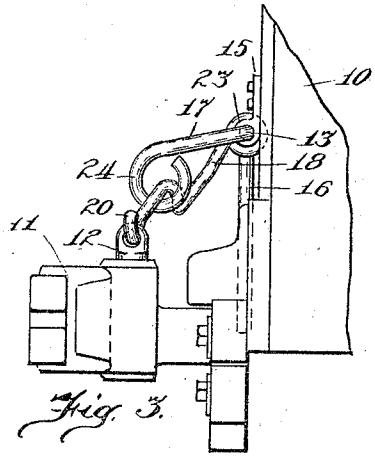


Fig. 3.

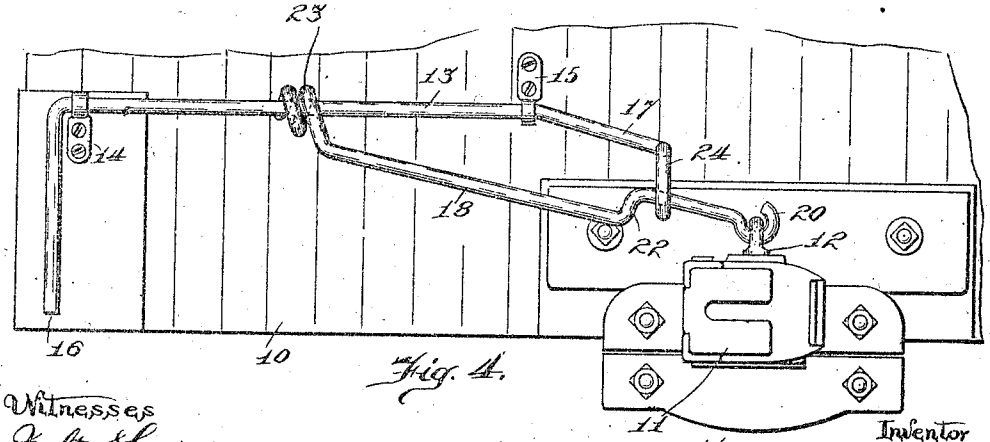


Fig. 4.

Witnesses
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COUPLING-PIN-CONTROLLING DEVICE.

1,182,207. Specification of Letters Patent. Patented May 9, 1916.

Application filed April 10, 1911. Serial No. 620,017.

To all whom it may concern:

Be it known that I, HERMAN PRIES, a citizen of the United States, and resident of Michigan City, county of La Porte, and State of Indiana, have invented certain new and useful Improvements in Coupling-Pin-Controlling Devices, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to devices for controlling from the side of a railway car, the coupler pin thereof. The objects of the invention are to provide a simple device of this character which shall have great strength, be easy of control and certain in its action.

The invention consists in mechanism such as is hereinafter described and which is illustrated in the accompanying drawings in which—

Figure 1 is a detail end view of a railway car showing the improved pin controlling device applied thereto; Fig. 2 is a detail side elevation of the car showing an end view of the coupler device; Fig. 3 is a similar view showing a somewhat slightly modified form; and Fig. 4 is a detail end elevation of a car showing the coupler device in the form illustrated in Fig. 3.

The end of a car is shown at 10 and its coupler at 11. The coupler is of the standard M. C. B. type and is provided with a pin 12 for holding the knuckle. A rock shaft 13 is horizontally pivoted along the end of the car in loops of brackets 14, 15 attached thereto. The outer end of the shaft 13 is provided with a laterally projecting arm or handle 16 by means of which it may be turned and its inner end is bent laterally forming a crank arm 17. A lever 18 is fulcrumed upon the shaft 13, being loosely looped around the latter, as shown at 19. The opposite end of the lever is hooked into the eye of the coupler pin as shown at 20. A link 21 depending from the crank arm 17 encircles the lever 18. The lever is bent to form a shoulder 22 which limits the longitudinal movement of the lever through the link.

The turning of the shaft 13 raises the lever 18 and lifts the pin 12. The eye of the link 21 is made of considerable width at its lower end, thereby providing for free lateral movement of the lever through the limited range to permit the longitudinal movement of the draw bar incident to service without straining the controlling device. The lever is free to move longitudinally upon the shaft 13 and slight movement of this character is incident to the lateral swaying of the coupler. Should the coupler be broken or detached from the draft gear, not an uncommon accident in railway service, its outward movement to a greater extent than ordinary service permits, will carry the lever with it longitudinally until the shoulder 22 makes contact with the link 21. The arresting of this movement of the lever will apply a pulling strain to the pin and lift it out of the knuckle thereby disengaging the coupler from that of the forward car before it shall have been drawn out of its bearing in the car to which it belongs, thus removing the danger of dropping the coupler upon the track.

As shown in Fig. 4, the lever 18 may be connected with the shaft 13 by having its inner end given a spiral turn as represented at 23, thereby facilitating the assembling of the parts. As shown most plainly in Fig. 3, there may be substituted for the link 21, an integral loop 24 formed on the end of the crank arm 17.

I claim as my invention—

1. In a coupler pin controlling device, in combination, a crank shaft, and mechanism operatively connecting the crank of the shaft with the pin of a movable coupler constructed to lift the pin without rotation of the crank shaft upon abnormal movement of the coupler.

2. In a coupling pin controlling device, in combination, a crank shaft, a link swingingly carried by the crank arm of the shaft, a lever slidingly fulcrumed on the shaft and adapted to engage by its free end a coupler pin, the lever extending through the link and being adapted to slide longitudinally therein.

3. In a coupler pin controlling device, in combination, a crank shaft, a lever having one of its ends loosely encircling the shaft and its opposite end adapted for engagement with a coupling pin, a link swingingly carried by the crank arm of the shaft and loosely encircling the lever, and a stop

on the lever for limiting its outward movement through the link.

4. In a coupling pin controlling device, in combination, a horizontal rotatable shaft journaled in fixed bearings and having a crank arm, a link swingingly mounted at the outer end of the crank arm, a lever loosely and slidingly fulcrumed on the shaft and extending obliquely therefrom through the link, the free end of the lever being adapted for engagement with a coupling pin, and a shoulder on the lever for limiting its outward longitudinal movement through the link.

5. In a coupling pin controlling device, in combination, a horizontal rotatable shaft journaled in fixed bearings and having a crank arm, a link swingingly mounted at the outer end of the crank arm, a lever loosely and slidingly fulcrumed on the shaft and extending obliquely therefrom through the link, the free end of the lever being adapted for engagement with a coupling pin, the shaft of the lever being off-set to form a shoulder for limiting the outward movement of the lever through the link.

6. In a coupler pin controlling device, in combination, a crank shaft, a lever having a sliding fulcrum at one end and adapted to engage by its free end a coupler pin and a link swingingly carried by the crank arm of the shaft and loosely encircling the lever intermediate its ends.

7. In a coupler pin controlling device, in combination, a crank shaft, a lever having a sliding fulcrum at one end and adapted to engage by its free end a coupler pin, a link swingingly carried by the crank arm of the shaft and loosely encircling the lever intermediate its ends and means for limiting the sliding of the lever through the link.

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