

J. V. MUNGER.
CAR COUPLING.
APPLICATION FILED APR. 8, 1909.

948,459.

Patented Feb. 8, 1910.

Fig. 1.

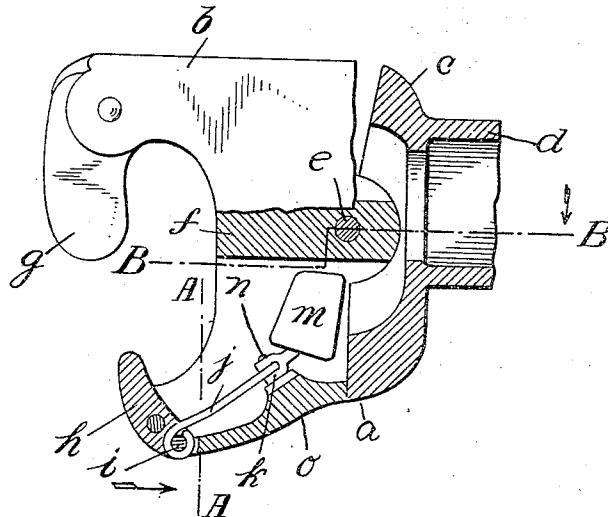


Fig. 2.

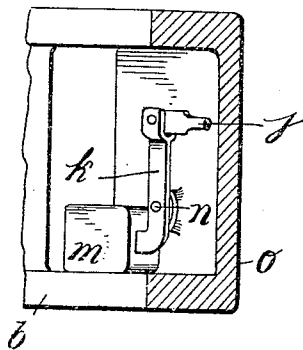
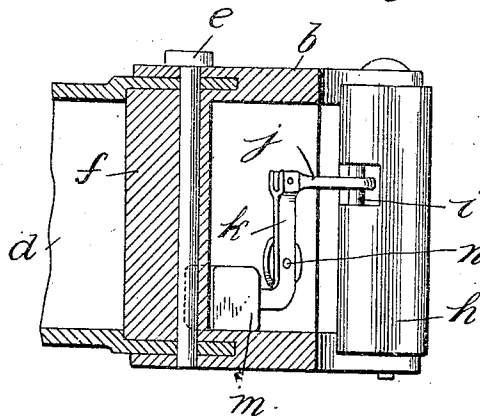


Fig. 3.



Witnesses:
Mr. Hamilton.
M. E. Campion.

James V. Munger Inventor
By his Attorney
James Hamilton

UNITED STATES PATENT OFFICE.

JAMES V. MUNGER, OF PORTLAND, NEW YORK, ASSIGNOR TO GEORGE H. DUNHAM, OF WARREN, PENNSYLVANIA.

CAR-COUPLING.

948,459.

Specification of Letters Patent.

Patented Feb. 8, 1910.

Original application filed January 10, 1908, Serial No. 410,267. Divided and this application filed April 8, 1909. Serial No. 488,555.

To all whom it may concern:

Be it known that I, JAMES V. MUNGER, a citizen of the United States, residing at Portland, in the county of Chautauqua and State of New York, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in car couplers and particularly to improvements in devices for controlling the locking-guard and throwing the latter into closed or locking position.

An object of my invention is to provide a device of the character described which will be simple in construction, comparatively cheap in manufacture and most efficient in use.

In the drawings illustrating the principle of my invention and the best mode now known to me of applying that principle, Figure 1 is a plan, partly in section, of a car coupler embodying my invention; Fig. 2 is a section on the line A—A of Fig. 1; and Fig. 3 is a section on the line B—B of Fig. 1.

The car coupler in which my new improvement is to be embodied is of the type shown and described in my pending application, Serial No. 371,357, filed May 1, 1907. The coupler-head *a* is two-part, consisting of the coupling member *b* and the base member *c* integral with the draw-bar *d*. The coupling member *b* is free to swing on a connecting pin *e* which connects it with the base member *c* and which passes through the partition *f*. The coupling member *b* is provided at the front end of one of its sides with a pivoted knuckle *g*; and at the front end of its opposite side with a pivoted locking-guard *h*. The heel of the latter carries a pin *i* to which is attached one end of the

link *j* the other end of which is pivotally connected with the forked upper end of a bell-crank lever *k* the lower end of which carries the counterweight *m*. The bell-crank lever *k* is fulcrumed at *n* upon the inner wall of the cheek *o* of the coupling member *b*. The counterweight *n* acts to throw the nose-portion of the locking-guard *h* outwardly into locking position, after it has been relieved from the pressure of the knuckle of the co-acting coupler-head in the act of buffing or coupling.

My new device is of few parts and is positive in its action. It is mounted within the coupler-head and is thereby protected from the elements. It is readily repaired and its first cost and cost of upkeep are both small.

This application is filed as a divisional application under my pending application, Serial No. 410,267, filed January 10th, 1908.

I claim:

1. In a car-coupler, the combination with a coupling-member, of a knuckle mounted at one side thereof; a locking-guard mounted at the other side of said coupling-member; a weight for controlling said locking-guard; and means for connecting said weight and locking-guard.

2. In a car-coupler, the combination with a coupling-member, of a knuckle mounted at one side thereof; a locking-guard mounted at the other side of said coupling-member; a lever fulcrumed on the latter; a weight carried by said lever; and devices connecting said lever and locking-guard.

In testimony whereof I have hereunto set my hand in the presence of the two undersigned witnesses at said Chautauqua this 31st day of March, 1909.

J. V. MUNGER.

Witnesses:

B. E. CROSBY,
N. R. SWETLAND.