

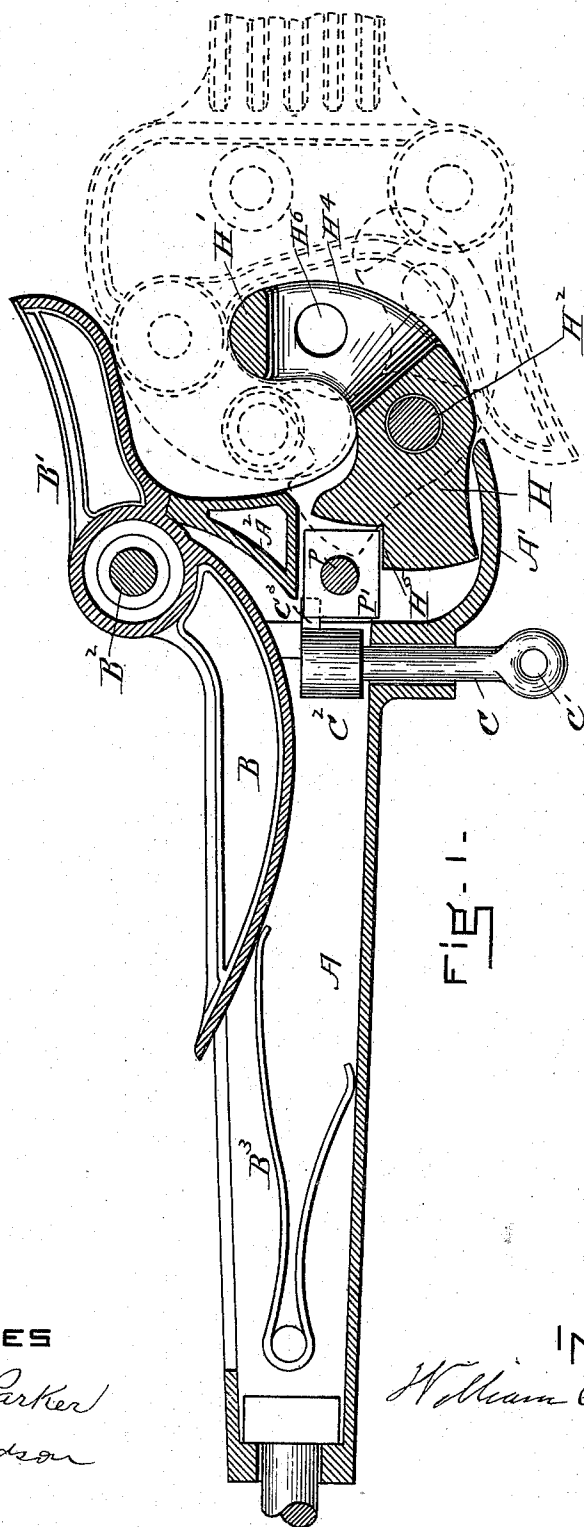
(No Model.)

2 Sheets—Sheet 1.

W. E. PEARSON.
CAR COUPLING.

No. 565,689.

Patented Aug. 11, 1896.



WITNESSES

Frank G. Parker
William Edson

INVENTOR

William E Pearson

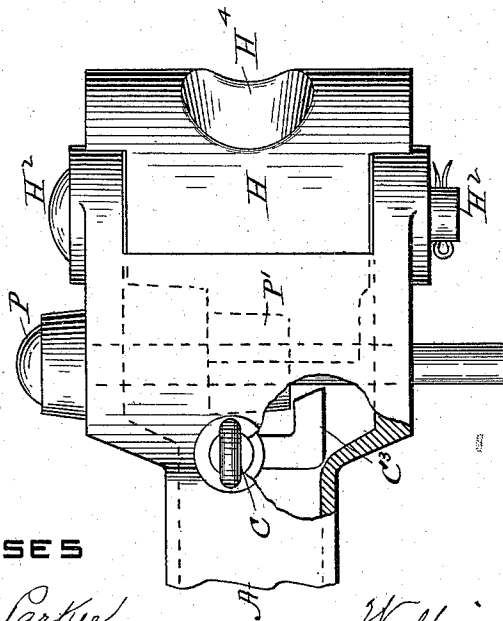
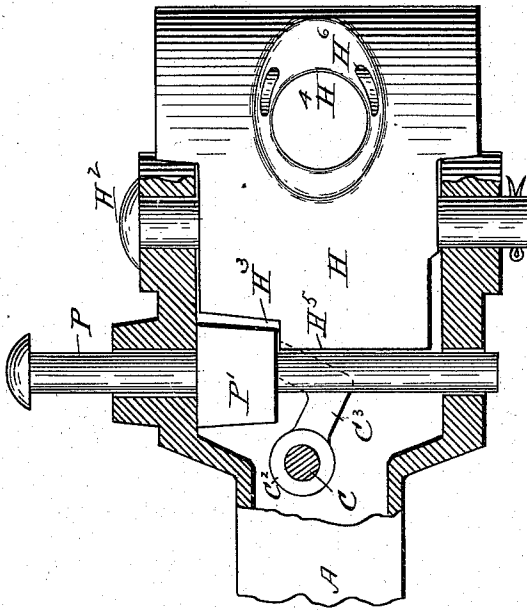
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UNITED STATES PATENT OFFICE.

WILLIAM E. PEARSON, OF BOSTON, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 565,689, dated August 11, 1896.

Application filed January 2, 1896. Serial No. 574,139. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. PEARSON, of Boston, in the county of Suffolk and State of Massachusetts, have invented a new and useful Improvement in Car-Couplings, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to that class of car-couplings that are self-coupling; and it consists in a device by which the hooking-jaw of the coupling may be readily unlocked without requiring the attendant to place himself between the cars, the object being to add to the certainty of working of the coupling and to save the attendants from placing themselves in dangerous positions. These objects I attain by the mechanism shown in the accompanying drawings, in which—

Figure 1 is a horizontal section showing one of the couplings in full lines and the other in dotted lines. Fig. 2 shows in side elevation the head of one of the couplings, a part being represented as broken out to show the construction of the locking device. Fig. 3 is a view partly in vertical section and partly in elevation.

In the drawings, A A' A² represents the body part of one of the couplings.

B B' is a yielding jaw pivoted to the body part at B² and held in place by the spring B³. The hooking-jaw H H' is pivoted at H² and is free to swing outwardly on the pivot H² when not locked. An opening H⁴ is made in the hooking-jaw H for convenience when a link has to be used. The coupling-link is held by a pin which passes through the hole H⁶.

The locking device consists of a block P', which is rigidly attached to a pin P, the pin P being free to slide up or down, taking with it the block P'. The upper rear part of the hooking-jaw H is cut away, as indicated at H³, so that it can freely turn or swing outwardly and unlock when the block P' is raised up, as shown in Fig. 3; but when the block P' is lowered, as shown in Figs. 1 and 2, then the shoulder H⁵ at the rear of the hooking-jaw

will engage with the block P', and the hooking-jaw will be firmly locked in place.

My device for raising the block P' consists of a rotatable shaft C, said shaft having at its inner end a boss C² and a bent lever-arm C³. This bent lever-arm C³ extends downward, as shown in Fig. 2, the extreme end remaining below and away from the block P' when the said block is in its locking position. To cause the block P' to raise up and unlock the hooking-jaw H H', the attendant has simply to place the bent end of a hand-rod into the hole C' in the shaft C and turn it, causing the bent lever-arm C³ to swing under the block P' and raise it up away from the shoulder H⁵, as shown in Fig. 3, and leave the hooking-jaw H free to swing outwardly and uncouple.

When the jaw H is in its open position, the block P' rests on the top of the shoulder H⁵, but as soon as the hooking-jaw swings in to engage with the corresponding jaw on the other car then the block P' falls into its locking position and the cars are self-coupled and locked.

I claim—

In a car-coupling the combination of a yielding self-closing jaw; with a swinging locking-jaw having a rearwardly-extending member provided with a vertical recess adapted to receive a vertically-moving locking-block said block being adapted to be moved vertically so as to entirely free the said locking-jaw, and a rotatable shaft having a lever-arm adapted to engage with and raise the said locking-block substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 30th day of December, A. D. 1895.

WILLIAM E. PEARSON.

Witnesses:

FRANK G. PARKER,
WILLIAM EDSON.