

(No Model.)

A. S. PECK.
CAR COUPLING.

No. 565,559.

Patented Aug. 11, 1896.

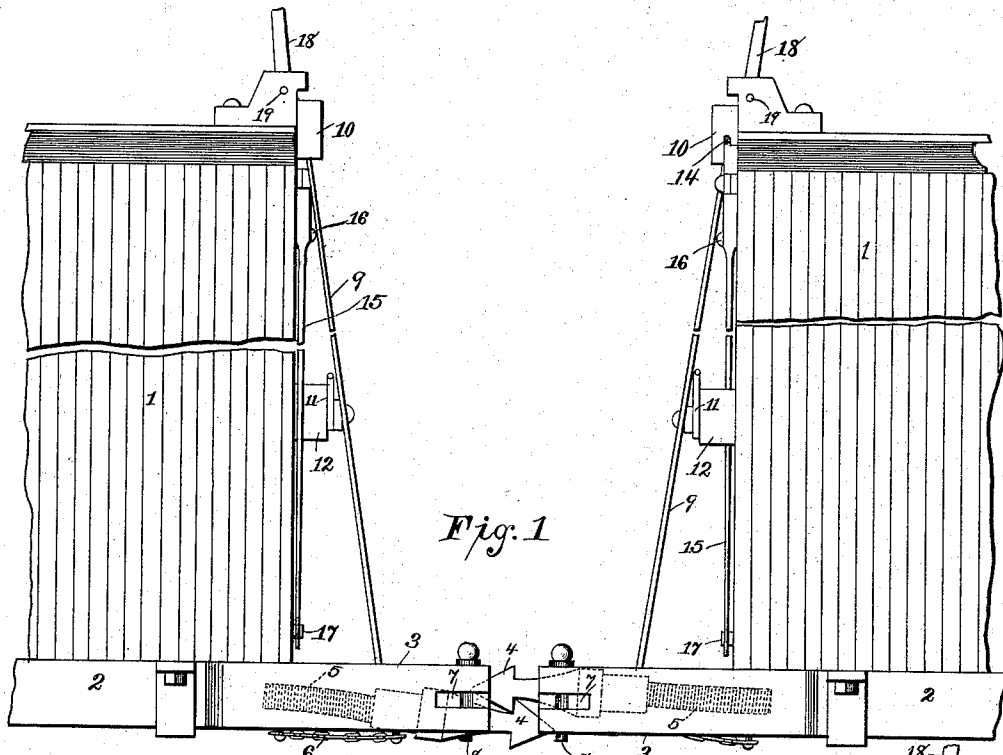


Fig. 1

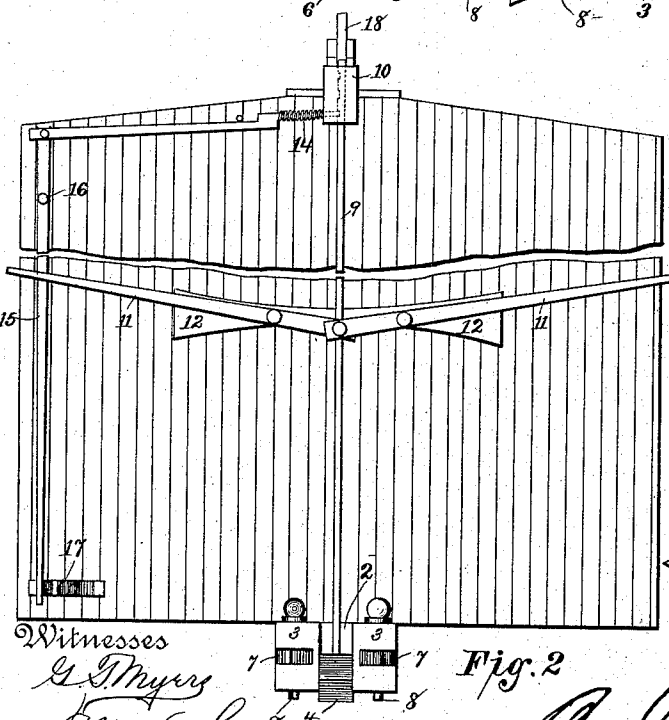


Fig. 2

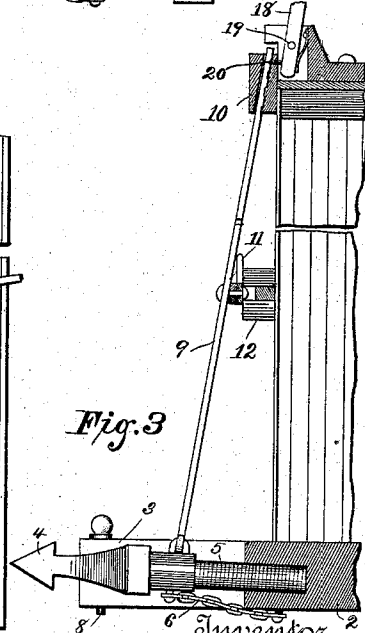


Fig. 3

Witnesses
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UNITED STATES PATENT OFFICE.

ALEXANDER S. PECK, OF ARMOUR, SOUTH DAKOTA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 565,559, dated August 11, 1896.

Application filed December 19, 1893. Renewed January 7, 1896. Serial No. 574,643. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER S. PECK, of Armour, in the county of Douglas, State of South Dakota, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to produce a car-coupler especially designed for use on freight-cars, which is automatic in its coupling operation and which is supplied with improved operating devices for effecting the uncoupling operation.

In the accompanying drawings, Figure 1 is a side elevation of the ends of two cars equipped with my coupler. Fig. 2 is a front elevation of the same. Fig. 3 is a central vertical longitudinal section of the end of a car, showing details of mechanism.

Referring to the figures on the drawings, 1 indicates a car-body, and 2 the draw-head.

3 indicates jaws or bumpers upon opposite sides of the draw-head, and 4 an intermediate arrow-shaped coupling-head.

5 indicates a coiled-spring support secured at one end to the coupler-head and at the other end to the draw-head and serving to yieldingly support and properly adjust the coupler-head upon the draw-head.

6 indicates a chain attached to one end of the draw-head and at the other end to the coupler-head, its office being to relieve the spring 5 from the strain of the draft on the coupler-head. Any suitable mechanism for like purposes may be employed in place of the chain.

7 indicates link-apertures in the sides of the jaws 3 of the draw-head, and 8 indicates coupling-pins passing transversely through the same. These link-recesses are designed to accommodate the ordinary link-and-pin connection in case of an emergency.

9 indicates a rod pivotally secured at one end to the coupler-head and having its upper end inserted in a box 10.

11 indicates levers projecting outwardly

from the middle of the car-front, being preferably pivoted to a frame-support 12 and to the rod 9. By depressing the outer end of either of the levers the coupler may be adjusted to any desired height as may be necessary by the height of the coupler on another car. The upper end of the rod which passes into the box 10 is notched for engagement with a spring-actuated lock-pin 14, whose forward end is inserted into the box and whose other end is supported and actuated by a lock-lever 15, pivoted, as indicated at 16, to the box. This lock-lever is preferably of spring metal, and moves in the field of a latch-plate 17, by engagement wherewith it may be latched to lock the rod 9 in any required position.

With or without the lock-lever 15, a lock-lever 18, carried in suitable bearings 19 on top of a car and actuating a stop-pin 20, may be employed.

What I claim is—

1. The combination with a car, and movable coupler-head, of a rod pivotally secured to said head and provided at its opposite end with graduated notches, a spring-actuated lock-pin adapted to engage the notches, a pivoted lever operatively connected with said lock-pin, a latch-plate for fixedly adjusting the lever, and pivoted levers operatively connected with said rod and extending to each side of the car, respectively, substantially as specified.

2. The combination with a movable coupler, of a rod pivotally secured at one extremity thereto and extending above the car and provided with two series of graduated notches, a spring-actuated lock-pin 14 adapted to engage one series, a pivoted lever 15 operatively connected with said lock-pin and extending contiguous to the bottom of the car, means for adjusting said lever, a spring-actuated lock-lever 18 above the car adapted to engage the other series of notches in the rod, and pivoted levers 11 operatively connected with the rod and extending to either side of the car all co-operating to provide means whereby the coup-

ler-head may be adjusted from the top of the car, as in transit, or from the side of the car, substantially as specified.

3. The combination with a yielding coupler-head, of the rod 9 provided with two series of notches, the box 10, spring-actuated lock-pin 14, actuating-lever 15 operatively connected to the lock-pin and projecting to the bottom of the car, the latch-plate 17, the

spring-actuated lock-lever 18 above the car, 10 and the levers 11 operatively connected with the rods, substantially as specified.

In testimony of all which I have hereunto subscribed my name.

ALEXANDER S. PECK.

Witnesses:

FRANK H. JOHNSON,
CHAS. T. KYTE.