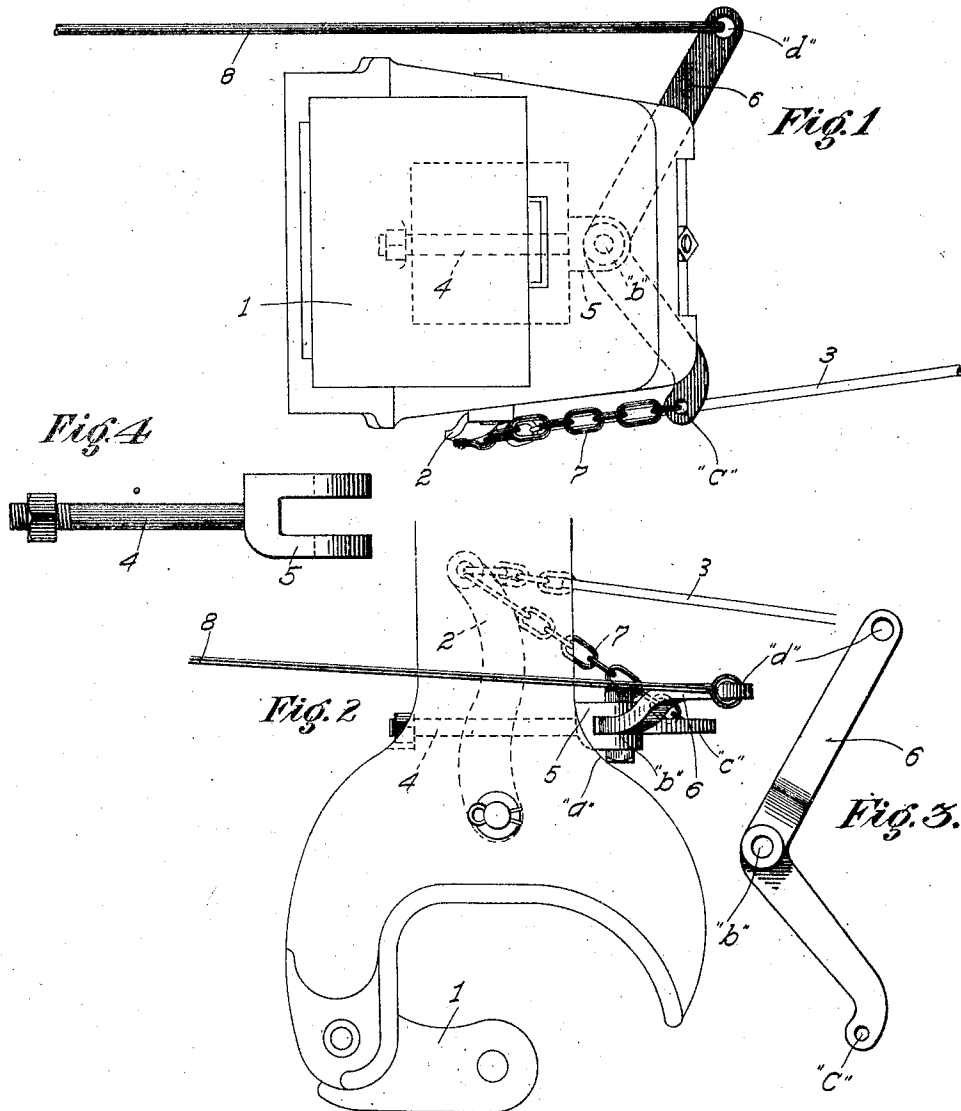


G. PAGNI.
CAR COUPLING.
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1,050,684.

Patented Jan. 14, 1913.



Witnesses
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UNITED STATES PATENT OFFICE.

GUILIO PAGNI, OF SACRAMENTO, CALIFORNIA.

CAR-COUPLING.

1,050,684.

Specification of Letters Patent.

Patented Jan. 14, 1913.

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To all whom it may concern:

Be it known that I, GUILIO PAGNI, a citizen of the United States, residing at Sacramento, in the county of Sacramento, State of California, have invented certain new and useful Improvements in Car-Couplers; and I do declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the characters of reference marked thereon, which form a part of this application.

This invention relates to improvements in railway rolling stock, and particularly to car couplers for day coaches and Pullman cars, the object of the invention being to produce a coupler which can be opened from both sides of the car, thus obviating the necessity of the operator passing across from one side of the car to the other and between two cars about to come together which often results in his being killed or injured.

A further object of the invention is to produce a simple and inexpensive device and yet one which will be exceedingly effective for the purposes for which it is designed.

These objects I accomplish by means of such structure and relative arrangement of parts as will fully appear by a perusal of the following specification and claim.

In the drawings similar characters of reference indicate corresponding parts in the several views.

Figure 1 is a front elevation of a day coach coupling showing my improved attachment thereon. Fig. 2 is a top plan view of the same. Fig. 3 is a detached view of a shifting lever. Fig. 4 is a top plan view of a yoke adapted to receive such shifting lever.

Referring now more particularly to the characters of reference on the drawings, 1 designates a day coach coupler which is of the ordinary type, and hence no description of the internal mechanism is herein entered into.

The numeral 2 designates the opening rod or lever of the coupler and 3 the ordinary rod now used to shift said opening lever in order to open the jaw of the coupler. My improved device is for the purpose of enabling this opening lever 2 to be operated

from both sides of the car, and hence I provide the following structure, namely; I first bolt through the coupler at the curved neck or throat thereof as at "a," a cross bolt 4 having a bifurcated yoke 5 between which is flexibly mounted a substantially V-shaped operating lever 6 journaled in the yoke 5 at its V-shaped point "b" and being connected at its lower end "c" with the outer end of the member 2 by means of a chain 7, and there being a rod 8 connected with its upper end "d" and adapted to project to the side of the car opposite the side to which the rod 3 projects, and thus it will readily be seen that the opening lever 2 may be operated from either side of the car, thus obviating the necessity of crossing between two cars about to come together for the purpose of opening the coupling.

From the foregoing description it will readily appear that I have produced such a device as substantially fulfils the objects of the invention as set forth herein.

While this specification sets forth in detail the present and preferred construction of the device, still in practice deviations from such detail may be resorted to as do not form a departure from the spirit of the invention.

Having thus described my invention, what I claim as new and useful and desire to secure by Letters Patent is:

A car coupler comprising a coupler proper having an opening lever lying horizontally with respect to said coupler, a rod flexibly connected with the outer end of said lever and projecting beyond one side of the coupler, a bolt secured transversely through said coupler; a yoke on said bolt, a V-shaped lever mounted in said yoke and lying transversely with respect to said opening lever, a chain connected from the lower end of said V-shaped lever to the outer end of said opening lever and a rod projecting from the upper end of said V-shaped lever to the side of said coupler opposite that side to which said first named rod projects as described.

In testimony whereof I affix my signature in presence of two witnesses.

GUILIO PAGNI.

Witnesses:

FRANK H. CARTER,
PERCY S. WEBSTER.