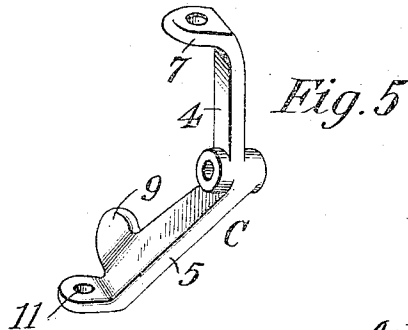
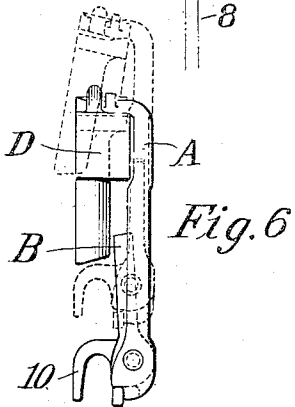
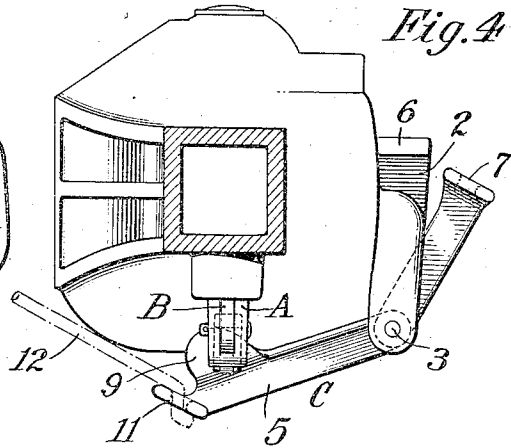
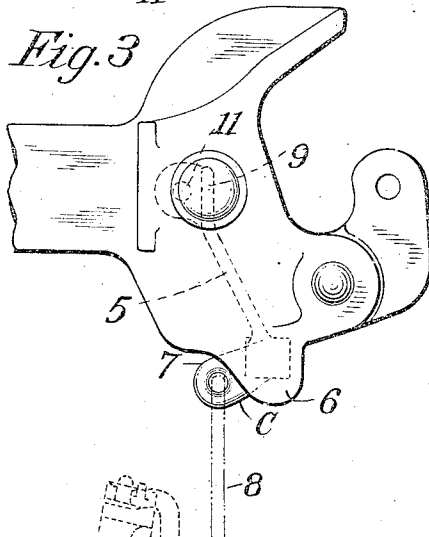
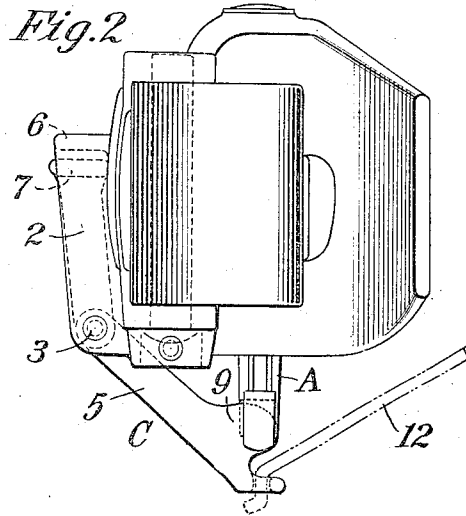
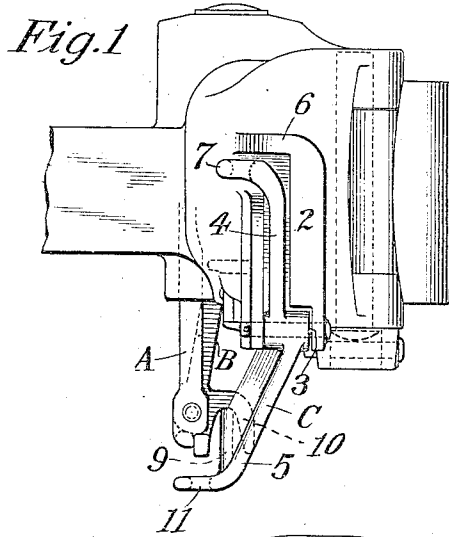


A. J. BAZELEY.
CAR COUPLING.
APPLICATION FILED JUNE 7, 1915.

1,246,222.

Patented Nov. 13, 1917.



Inventor
Arthur J. Bazeley
By his Attorney
Charles Starr

UNITED STATES PATENT OFFICE.

ARTHUR J. BAZELEY, OF CLEVELAND, OHIO, ASSIGNOR TO THE NATIONAL MALLEABLE CASTINGS COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

CAR-COUPLING.

1,246,222.

Specification of Letters Patent.

Patented Nov. 13, 1917.

Application filed June 7, 1915. Serial No. 32,531.

To all whom it may concern:

Be it known that I, ARTHUR J. BAZELEY, a citizen of the United States, residing at Cleveland, Cuyahoga county, Ohio, have invented new and useful Improvements in Car-Couplings, of which the following is a specification, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a coupler-head showing the application of my invention thereto, with the parts in locked position; Fig. 2 is a front elevation thereof; Fig. 3 is a plan thereof; Fig. 4 is a rear elevation of the coupler-head showing the parts in lockset position; Fig. 5 shows a detail of the operating lever; and Fig. 6 is a detail of the lock-lifting mechanism.

My invention relates to car couplers, and in particular provides novel operating means therefor. My invention also relates to the various parts which I shall hereinafter describe and claim.

Referring to the drawings, A indicates a lock-lifter preferably of the type shown in my Patent, No. 1,067,578, dated July 15, 1913, to which is pivoted a lock-to-the-lock latch B. The lifter A and latch B are actuated by an operating lever C.

On the pivot-pin side of the coupler-head is a vertical rib 2, to the lower part of which is pivoted the lever C at the point 3. The lever C has two arms 4, 5, the lower arm 5 being the heavier so that when the lever C is unrestrained the upper arm 4 will be tilted against the side of the coupler-head. The upper part of the rib 2 has a horizontal web 6, which protects the lever C, keeping cinders, snow, ice, etc., from accumulating between it and the coupler-head.

The arm 4 of the lever C has an angled upper portion 7, apertured for connection with an uncoupling rod 8, and, when the coupler is in locked position, the portion 7 underlies the horizontal web 6 on the coupler head.

The lower arm 5 of the lever C, at its lower end, has a lateral projection or a latch-engaging portion 9, adapted, as the lever C

is actuated, to actuate the lifter A by engagement with the fork-shaped lower end 10 of the latch B. The lower end of the lever C has also an eye 11, which affords a connection for an actuating rod 12 extending to the other side of the car, which may be operated by a direct pull.

To unlock or lockset the coupler, the operating mechanism just described is actuated by either uncoupling rod 8 or 12, which pulls or rotates the arm 4 of the lever C outwardly from the side of the coupler. The projection 9 of the lever C, which projects into the downwardly-extending fork 10 of the latch B, will first tilt the latch and disengage its upper end from the underside of the coupler head and thereby release it from the lock-to-the-lock position. Further movement of the lever C will raise the latch and with it the lock lifter A, as well as the lock D. When the lock is raised to lockset position, or when the knuckle is thrown open, and the pull on the rod ceases, the lever C is now free to return to its normal position with its arm 4 against the side of the coupler-head, since it has no positive connection with either the lifter A or the latch B. Hence, during coupling operations, the knuckle of the opposing coupler cannot strike or damage the lever C, as it is protected by the vertically-extending rib 2 on the coupler head.

When the lifter A and the latch B have returned to lowermost position they will again be in position for proper coöperation with the lever C.

The terms and expressions which I have employed are used as terms of description and not of limitation, and I have no intention, in the use of such terms and expressions, of excluding any mechanical equivalent for the features shown and described, but recognize that various structural modifications are possible within the scope of the invention claimed.

What I claim is:

In coupler-operating mechanism, a coupler head having at one side a vertically-ex-

tending rib, a horizontal web extending rearwardly from the top of said vertical web, and a lever pivoted to the lower portion of said rib and normally having the
5 portion above the pivot lying snugly against a side of the coupler head behind said rib and under said web, the portion of the lever below the pivot coöperating with a lock-lifting mechanism extending below the coupler-head, said portion being unrestrained from
10 downward movement by said lifting mechanism.

ARTHUR J. BAZELEY.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."