

(No Model.)

F. KRUSINSKI.
CAR COUPLING.

No. 568,356.

Patented Sept. 29, 1896.

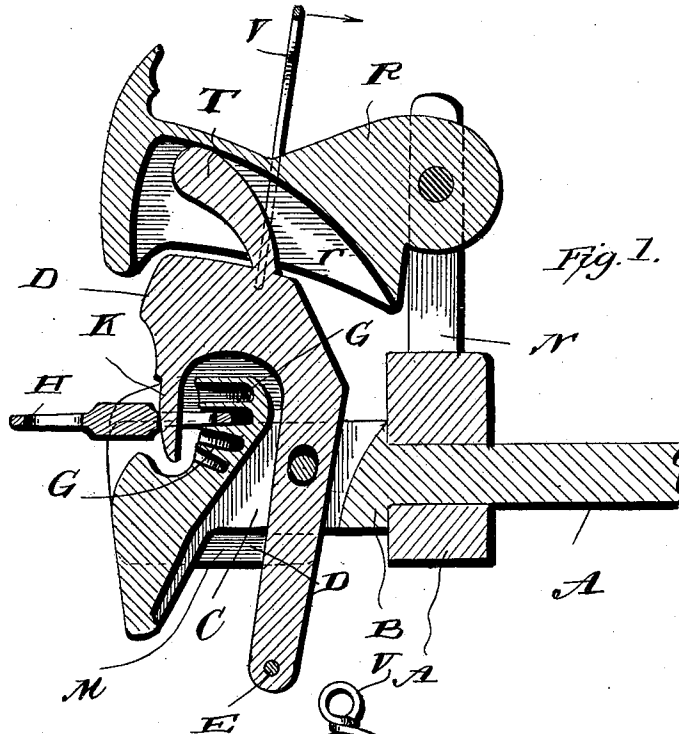
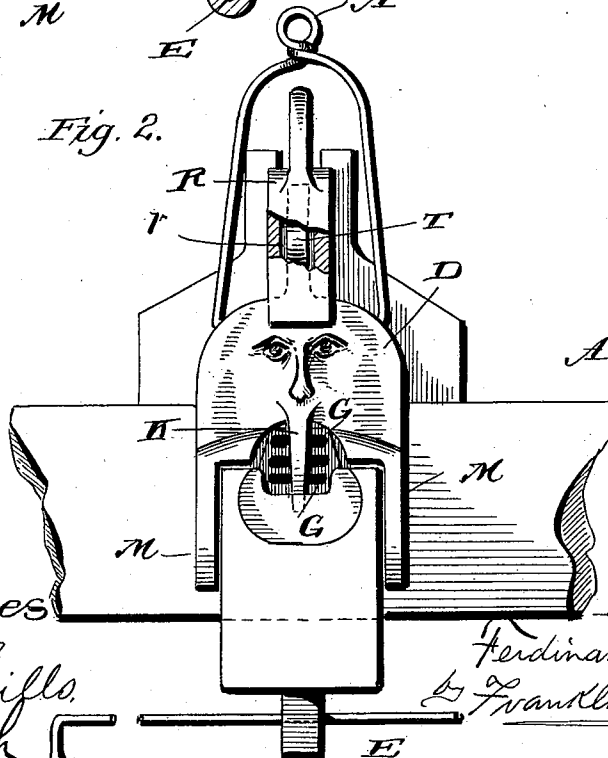


Fig. 1.

Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

FERDINAND KRUSINSKI, OF ROCKDALE, TEXAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 568,356, dated September 29, 1896.

Application filed June 22, 1896. Serial No. 596,444. (No model.)

To all whom it may concern:

Be it known that I, FERDINAND KRUSINSKI, a citizen of the United States, residing at Rockdale, in the county of Milam and State of Texas, 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 invention, 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 letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-couplers, and especially to the class of hook-and-catch couplers in which the sides of the jaws of the coupler securely hold a link between the same by means of a downwardly-extending hook, the sides of the upper jaw carrying the said hook extending down over the sides of the under jaw, thus protecting the jaws from a lateral jar or pressure, the lower jaw being provided with a series of recesses at different angles, which are designed to receive the end of the link when held in different positions.

A further aim of my invention resides in the provision of a gravity member, which is pivoted to an upright portion of the draw-head and slotted on its under side to receive a projecting arm of the upper jaw, which arm works backward and forward in the said slot, which forms a guide therefor, as the upper jaw is raised or lowered to allow the link to be uncoupled.

To these ends, and to such others as the invention may pertain, the same consists, further, in the novel construction, combination, and adaptation of the parts, as will be hereinafter more fully described, and then specifically defined in the appended claims.

I clearly illustrate my invention in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which similar letters of reference indicate like parts throughout both views, in which—

Figure 1 is a vertical longitudinal central section through my improved coupler. Fig. 2 is an end elevation of the same.

Reference now being had to the details of

the drawings by letter, A designates the draw-head, which may be fastened in any suitable way to the car, and in the outer end of the draw-head is formed the lower jaw of the coupler B, which is recessed out at C, and in said recess is pivoted the upper jaw D, having the downwardly-extending portion, to which a bar E may be attached if it is desired to effect an uncoupling of the coupler from the under side. The front upper end of the under jaw is provided with a series of recesses G, into which the link H may engage at different angles, so that the coupler is adapted for use with cars having couplers at different heights, as is commonly the case with various styles and makes of cars. A downwardly-extending hook K is formed integral with the upper jaw of the coupler, and its lower free end extends down in the path of the link as the latter is inserted between the ends of the jaws of the coupler. The sides M of the upper jaw extend down on each side of the lower jaw, and, as will be readily seen, make the coupling secure against any lateral pressure or jar.

Pivoted on the upright post N on the draw-head is the gravity member R, which is recessed out on its under side, as seen at r, the upper roof of the said recess being on a curve. Upwardly projecting from the upper jaw of the coupler is the integral forwardly-projecting arm T, with its upper end rounded, and the said arm is designed to travel in and be guided by the recess r. Attached to the sides of the upper jaw is the bail V, which is formed into an eye at t, in which eye a rod or cord may be inserted and fastened for the purpose of operating the coupler to raise the upper jaw and release the hook from engagement with the link. As the upper jaw is raised, either by the bail, causing the gravity member to raise, or by operating the bar E, the arm T lifts the gravity member R, and the free end of the arm travels on the curved wall of the recess. When the lifting rod or chain is released, the gravity member causes the upper jaw to fall shut, as will be readily understood.

Having thus described my invention, what I claim to be new, and desire to secure by Letters Patent, is—

1. A car-coupler having pivoted jaws, one

of the jaws being provided with a series of inclined recesses near its outer end, designed to receive a link, combined with an integral hook on the upper jaw adapted to engage
5 with the link, and means for raising the upper jaw, substantially as shown and described.

2. A car-coupler, having in combination with its lower jaw, having a series of inclined
10 recesses, an upper jaw pivoted in a recess in the lower jaw, an integral hook on the forward end of the upper jaw, and a gravity-block bearing on the upper side of the upper jaw, and a rod or bail for raising the jaw, sub-
15 stantially as shown and described.

3. A car-coupler, having in combination

with the two jaws pivoted together as described, an integral arm T, on the upper jaw, a gravity-block R pivoted to an upright portion of the draw-head, and the said gravity
20 member recessed on its under side and designed to receive the said arm, and to guide the same, and the means for opening the jaws, substantially as shown and for the purpose
25 set forth.

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

FERDINAND KRUSINSKI.

Witnesses:

H. C. GRAYSON,
PHIL. DUNNINGTON.