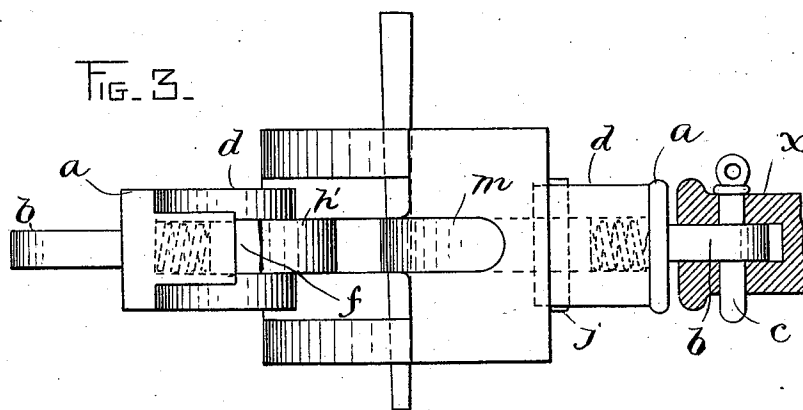
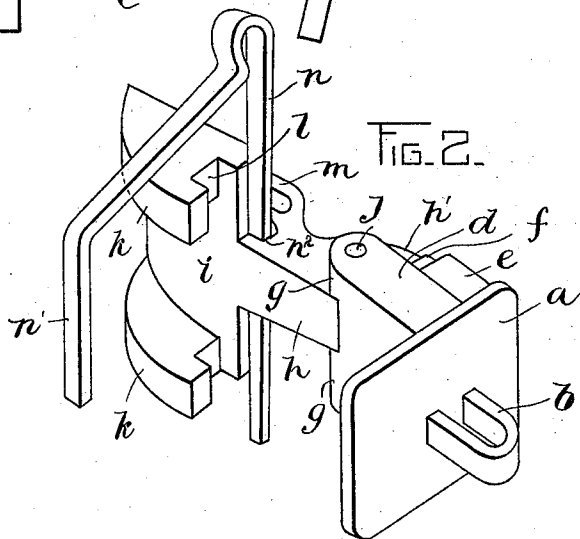
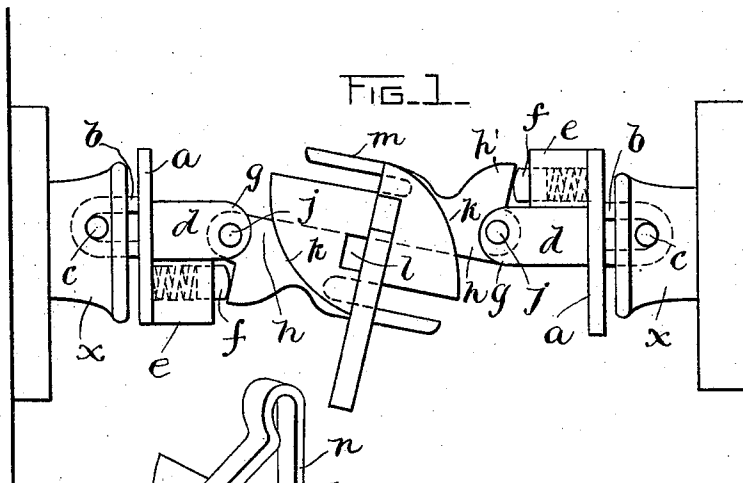


(No Model.)

S. A. POLITSKY.
CAR COUPLING.

No. 577,562.

Patented Feb. 23, 1897.



WITNESSES:
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UNITED STATES PATENT OFFICE.

SIMON A. POLITSKY, OF BOSTON, MASSACHUSETTS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 577,562, dated February 23, 1897.

Application filed June 18, 1896. Serial No. 596,020. (No model.)

To all whom it may concern:

Be it known that I, SIMON A. POLITSKY, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification.

This invention relates to car-couplings, and has particular reference to that type in which a pin is employed to unite spring-operated jaws.

The object of the invention is to provide a substitute for the ordinary link used in coupling freight-cars and which may be used in connection with the ordinary draw-bars which have been heretofore united by a plain link.

To these ends the invention consists in the construction and combination of parts, substantially as hereinafter described and claimed.

In the drawings, Figure 1 represents a plan view of the coupling complete. Fig. 2 represents a perspective view of one of the jaws and of the coupling-pin, looking in the direction from the car to which said jaw would be connected. Fig. 3 represents a side elevation of the two jaws of the coupling united.

Since the two jaws of the coupling are duplicates of each other, I will first describe the construction, while referring particularly to Fig. 2.

a represents a block or plate having a loop *b*, adapted to be connected to the ordinary draw-bar head *x* of a car by means of a pin *c*. Projecting from the front of the plate *a* is a standard *d*, having at one side thereof a block *e*, provided with a recess to receive a spring-pressed plunger *f*. (Shown more fully in Fig. 1.) The front end of the standard *d* is horizontally slotted to form ears *g g*, between which is received the arm *h* of the jaw *i*, said arm being pivotally connected between the ears *g g* by means of a pin or bolt *j*. The arm *h* is provided with an offset *h'*, against which the plunger *f* rests, said plunger acting, therefore, to yieldingly press the jaw in the direction toward which its cam-surfaces face. Each jaw is cut away at its center between the cam-surfaces *k* in order that the arm *h* of the coacting jaw may be permitted to have some vertical movement to accommodate cars of different heights. The jaw is recessed, as

at *l*, back of the cam-surfaces *k* for a purpose presently described, and attached to the back of the arm *h* is an L-shaped projection *m*.

The pin used to couple the jaws together consists of a vertical coupling portion *n*, having an offset overhanging arm *n'*, which extends downward at some distance from the portion *n*.

The arm *h* of the jaw is provided with a hole *n²*, adjacent to the back of the jaw, to receive the pin *n*.

The operation is as follows: When the pin *n* is inserted in the hole *n²* of either of the coupling members and the car having the corresponding coupling member is moved up, the two jaws yield laterally, while the cam-surfaces pass each other, and then the recess *l* of the jaw which is not provided with a pin will engage with the portion of the pin above and below the arm of the jaw carrying said pin, as shown in Figs. 1 and 3. The operation will be the same, regardless of which jaw carries the pin, or a pin may be placed in each jaw.

The object of the arm *n'* of the pin is to enable the coupling-jaws to be separated from each other while the cars are at rest and held so that when the engine starts forward the jaws will not reengage. This is accomplished when the train is at rest by temporarily withdrawing the pin *n*, then pressing the two jaws apart and reinserting the pin *n*, with its arm *n'*, in the space back of the hook-shaped projection *m* of the jaw other than that which carries the pin *n*. This keeps the two jaws separated, so that if the engine starts the two jaws will slip past each other without reengaging.

I claim—

1. A supplemental head for a car-coupling comprising in its construction means for removably connecting it with the draw-bar of a car, and having a cam-shaped forward portion or jaw pivotally connected with the base portion; a spring for moving the jaw portion relatively to the base portion, and a pin for uniting the two jaw portions.

2. In a car-coupling, the combination with the arm *h* pivoted to a suitable support and having the jaw at its outer end provided with the recesses *l* and having the hole *n²*, the L-

shaped projection m , and the pin n having the offset and downwardly-projecting portion n' .

3. In a car-coupling, the combination with
5 the plate a having the loop b and carrying a
spring-pressed plunger f , of the arm h pivot-
ally connected with the plate a and having
an offset h' adapted to be engaged by said
plunger f , said arm h being provided with the
10 jaw i having two cam-surfaces k and having
the hole n^2 and the L-shaped projection m ,

and the pin n having the offset and downwardly-projecting portion n' .

In testimony whereof I have signed my name to this specification, in the presence of 15
two subscribing witnesses, this 11th day of
May, A. D. 1896.

SIMON A. POLITSKY.

Witnesses:

C. F. BROWN,
A. D. HARRISON.