

(No Model.)

J. W. UNRUH.
CAR COUPLING.

No. 519,747.

Patented May 15, 1894.

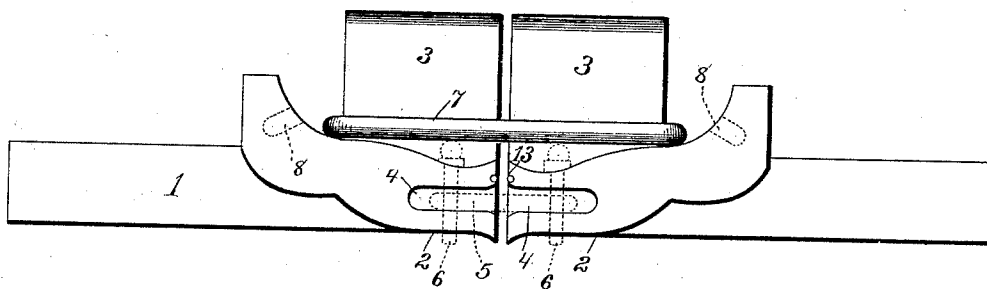


Fig. 1

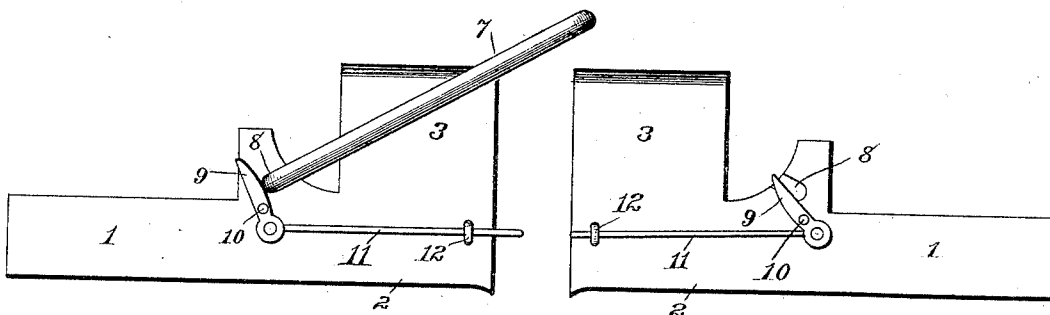


Fig. 2

Witnesses

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JAMES W. UNRUH, OF ROXBURY, KANSAS.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 519,747, dated May 15, 1894.

Application filed January 16, 1894. Serial No. 497,080. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. UNRUH, of Roxbury, county of McPherson, State of Kansas, have invented certain new and useful
5 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 an improved self-coupling car coupler, which
10 requires only the attention of an attendant to place the link in position without the necessity of his going between approaching cars.

In the accompanying drawings: Figure 1
15 is a side elevation of my coupler complete, in the coupled position. Fig. 2 is a view of the other side of the coupler, showing the parts in position ready for coupling.

Referring to the figures on the drawings:
20 1 indicates a draw-head, 2 a coupling head and 3 a link projection, or stud.

4 indicates a recess in the end of the coupler in which an ordinary link 5 may be secured by a pin 6 for uniting my coupler to a
25 car equipped with an ordinary link and pin coupler.

7 indicates a link of suitable dimensions to receive the opposite studs 3 of two parts of a coupling.

30 8 indicates an upwardly opening recess adapted to hold the link in the elevated position, as shown in Fig. 2 of the drawings and allow an approaching coupling to pass under its elevated end.

35 9 indicates a lever pivoted, as indicated at 10, to the side of the coupling in proximity to the open end of the recess 8, so that when it is turned upon its pivot it throws the link out of the recess.

40 11 indicates a rod pivotally secured and carried upon one end of the lever and moving in a horizontal bearing 12 in proximity to the face of the coupling head. Its forward end is bent in front of the coupling head and,

when retracted, fits in a guard recess 13 45 therein.

In practice, the link is adjusted in the recess, the lever arm being turned back behind it, and the forward end of the rod projecting upon the face of the coupling. When a corresponding coupling approaches said coupling it drives back the rod, turning the lever upon its pivot and forcing the link forward over the tops of the studs upon the two coupling pieces. The parts are thus automatically
55 securely coupled together without the aid of complicated mechanism of any sort, or parts that are likely to get out of order.

What I claim is—

1. In a car coupler, the combination with 60 a coupling head, and studs thereon, of a link, a recess behind the coupling head adapted to retain the link in an elevated position, and means for forcing the link out of the recess, substantially as set forth. 65

2. In a car coupler, the combination with a coupling head and studs thereon, of a recess behind the stud adapted to support the link in an elevated position, a pivoted lever carried on the coupling head adapted to force 70 the link out of the recess and a bar connected with the lever and extending beyond the end of the coupling head, substantially as and for the purpose specified.

3. The combination with a coupling head 75 and stud, of a recess adapted to carry a link, a lever adapted to throw the same out of the recess, a bar connected with the lever and projecting in front of the coupling head, a bent end upon the bar, and a recess in the 80 face of the coupling head for the reception of the bent end, substantially as set forth.

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

JAMES W. UNRUH.

Witnesses:

S. H. UNRUH,
S. C. DIXON.