

(No Model.)

2 Sheets—Sheet 1.

M. M. DECKER.
CAR COUPLING.

No. 486,091.

Patented Nov. 15, 1892.

Fig. 1.

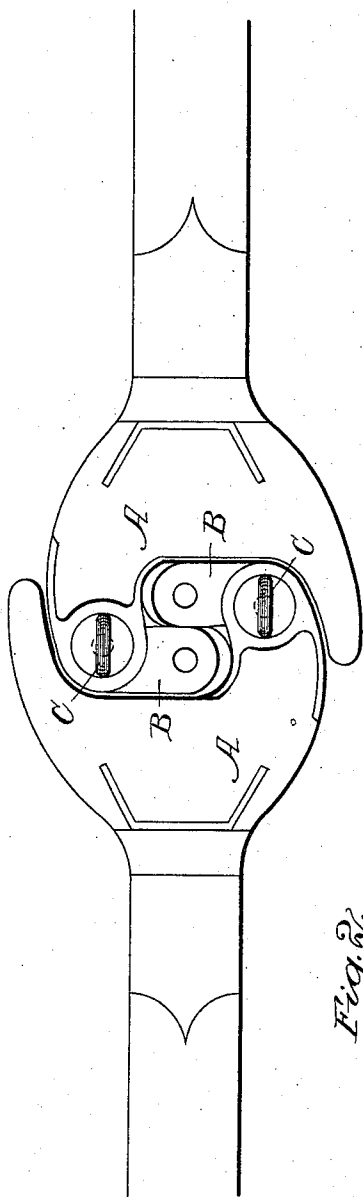
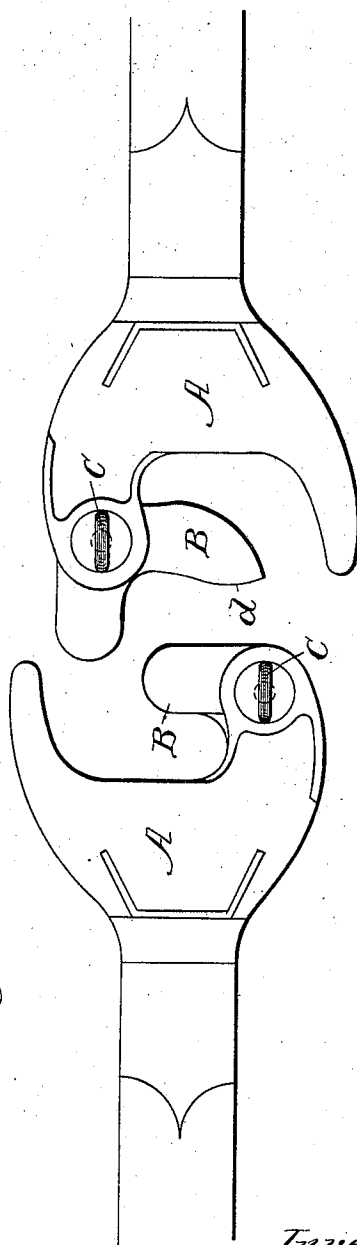


Fig. 2.



Witnesses:

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Inventor.

Mark M. Decker.

By W. P. Preble Jr
his attorney

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2 Sheets—Sheet 2.

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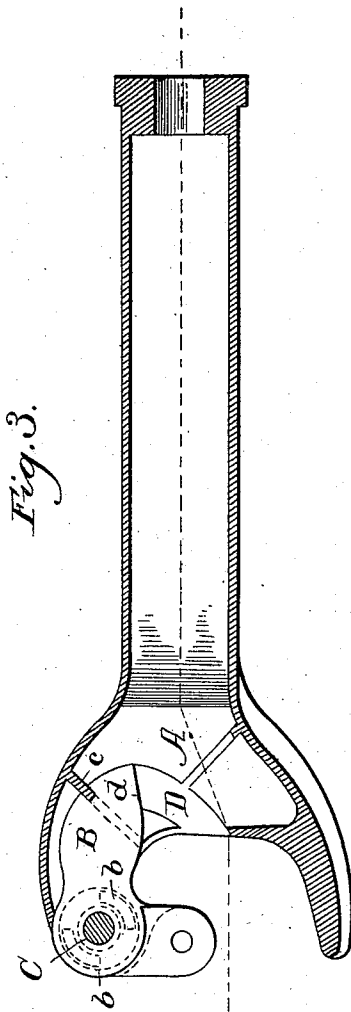


Fig. 4.

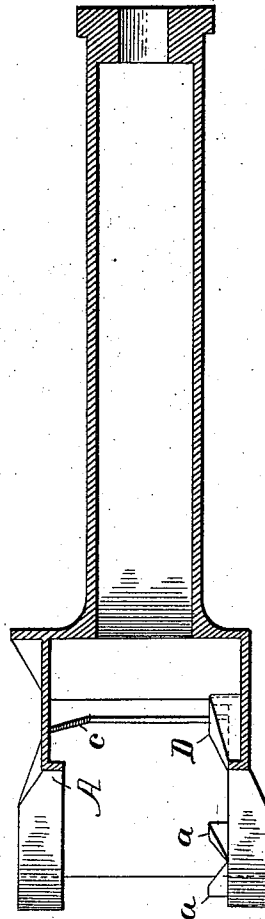
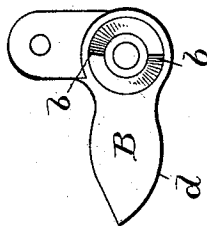


Fig. 5.



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UNITED STATES PATENT OFFICE.

MARK M. DECKER, OF NEW YORK, N. Y.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 486,091, dated November 15, 1892.

Application filed January 27, 1892. Serial No. 419,485. (No model.)

To all whom it may concern:

Be it known that I, MARK M. DECKER, a citizen of the United States, and a resident of the city, county, and State of New York, have
5 invented certain new and useful Improvements in Car-Couplers, of which the following is a specification.

My invention relates to that class of car-couplers in which what is called a "bifurcated
10 head" and a "swinging locking-jaw" are employed. Many car-couplers of this class have been used heretofore in which a variety of devices have been employed for locking and
15 unlocking the jaw. Various difficulties have been found to exist in these prior devices when the attempt has been made to apply them to cars in actual use. Sometimes the devices for locking and unlocking the swinging
20 jaw have not been sufficiently certain and positive in their action to meet the requirements of daily use, or from their construction have been necessarily too fragile to be durable. Sometimes the act of coupling or uncoupling has required such a multiplicity of
25 parts that the coupling has been thereby made very expensive and cumbersome. Attempts have therefore been made to reduce the number of necessary parts to a minimum without interfering with the certainty of action and the durability of the device.

To this end my invention consists in a car-coupling composed of a swinging locking-jaw pivoted in a bifurcated draw-head provided with inclines whereby said swinging jaw is
35 raised and turned into the locked position, a projecting shoulder behind which the locking-jaw falls to become locked, and an inclined lug set in the path of the locking-jaw when lifted above the shoulder in such position that
40 said lug crowds said locking-jaw in front of said shoulder, so that in falling said locking-jaw drops into its unlocked position relatively to the draw-head.

One form of my invention is shown in the
45 accompanying drawings, in which—

Figure 1 is a plan showing two couplings coupled. Fig. 2 is a plan showing two couplings uncoupled. Fig. 3 is a horizontal section. Fig. 4 is a vertical section on line *x x*
50 of Fig. 3. Fig. 5 is an inverted plan of the locking-jaw.

Same letters indicate similar parts in the different drawings.

A represents the head, and B the coupling-jaw, loosely pivoted within the head and
55 adapted to be lifted vertically by means of the pin C, which is securely fastened to the jaw B in any suitable manner. To the pin C is attached a chain or its equivalent for the purpose of operating the pin and coupling-
60 jaw. Inclines *a* are formed on the lower part of the head and corresponding recessed inclines *b* are formed in the lower side of the coupling-jaw. The purpose of these inclines
65 *a* and *b* is to raise the jaw so that it clears the incline D, which incline D is only intended for locking the jaw in the coupled position. An inclined lug *c* is provided inside the coupling-head, formed at one side near the top in
70 such a position as to press against the back of the locking-jaw and crowd it out into the uncoupled position after it has been lifted clear of the incline D.

The operation is as follows: When the jaw B is in the uncoupled position, it is ready to receive
75 another coupler, which may be either in the coupled or uncoupled position. The approaching coupler, if in the coupled position, will strike against the part *d* of the jaw, which by the momentum will be carried up the inclines *a* and
80 will drop over and behind the incline D, when it will be locked in the closed position. When desired to uncouple, the pin C is lifted by a chain or its equivalent, and the jaw, being firmly attached to such pin, will also be lifted.
85 When the jaw is lifted clear of the incline D, the back of the jaw will strike against the inclined lug *c*, which will crowd the jaw, as before stated, outward into the uncoupled position.
90

I claim—

1. A car-coupling which consists of a swinging locking-jaw pivoted in a bifurcated draw-head provided with inclines whereby said
95 swinging jaw is raised and turned into the locked position, a projecting shoulder behind which the locking-jaw falls to become locked, and an inclined lug set in the path of the locking-jaw when lifted above the shoulder
100 in such position that said lug crowds said locking-jaw in front of said shoulder, so that in falling said locking-jaw drops into its un-

locked position relatively to the draw-heads, substantially as shown and described.

2. In a car-coupling, the combination, with the head and locking-jaw, of recessed inclines
5 within the jaw, said jaw being adapted to be lifted vertically by its pin, an incline formed on one side of the head near the top thereof for crowding the jaw into the uncoupled posi-

tion, and a locking device cast integral with the head, all substantially as and for the purpose described. 10

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Witnesses:

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