

W. McCONWAY, JR.

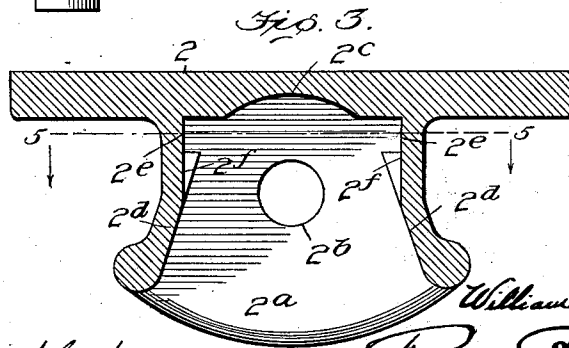
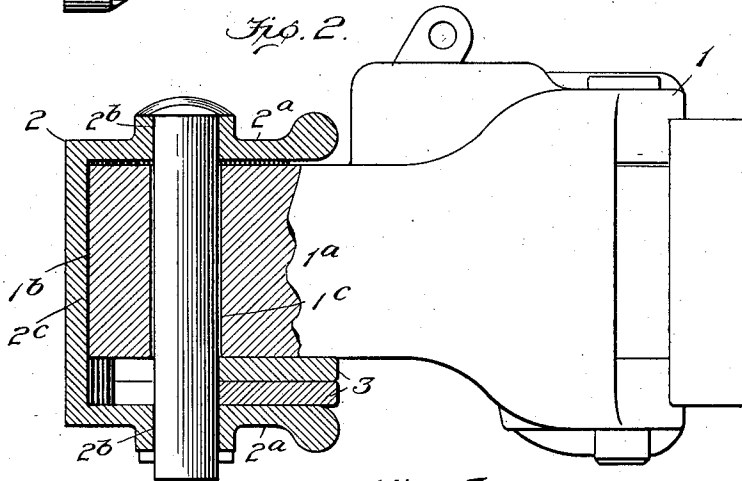
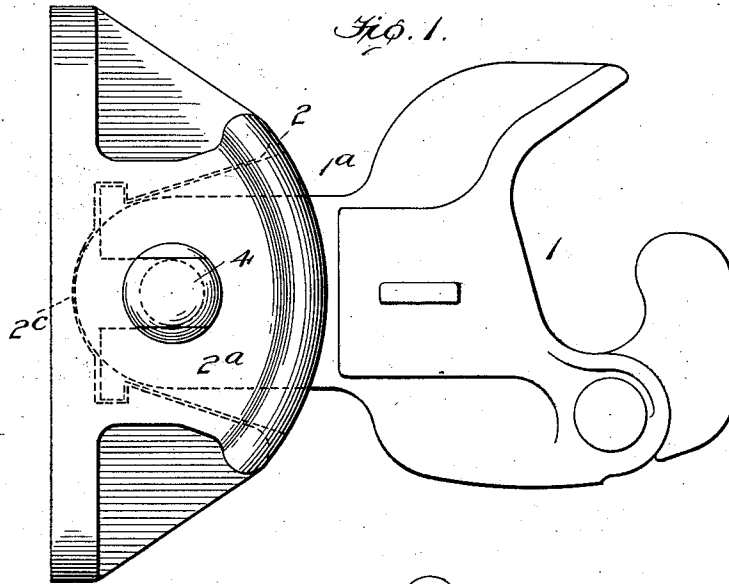
COUPLING.

APPLICATION FILED JULY 20, 1911.

1,021,418.

Patented Mar. 26, 1912.

2 SHEETS—SHEET 1.



Witnesses

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Fig. 4.

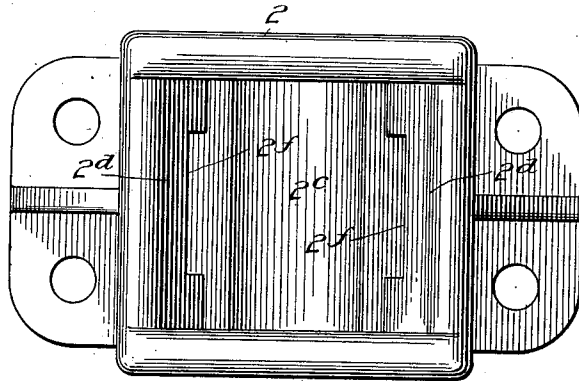


Fig. 5.

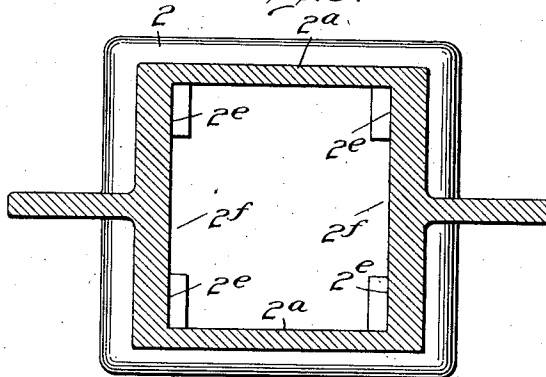
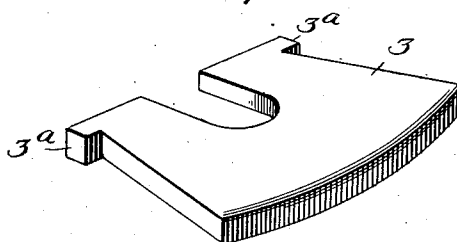


Fig. 6.



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UNITED STATES PATENT OFFICE.

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COUPLING.

1,021,418.

Specification of Letters Patent.

Patented Mar. 26, 1912.

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To all whom it may concern:

Be it known that I, WILLIAM McCONWAY, Jr., a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Couplings; and I do hereby 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.

My invention relates to improvements in the construction of car couplers which are especially designed for use upon locomotives and tenders, the object being to afford a simple, strong, durable and efficient coupler of this type which may be easily and quickly adjusted so as to change its height and thus compensate for wear of tires, weakening of springs and other results of service which operate to diminish the height of the coupler above the rails.

To effect the desired objects certain novel features of construction and combinations of elements, in which the invention consists, are employed, and these will be hereinafter particularly described and pointed out in the claims.

In the drawings chosen for the purpose of illustrating my invention, the scope whereof is set forth in the claims, Figure 1 is a plan view of a locomotive or tender coupling embodying my invention; Fig. 2 is a vertical central section of the construction illustrated in Fig. 1, the coupler head being in elevation and the removable adjusting plates or fillers by which the height of the coupler may be adjusted being shown in the position in which they are assembled in the supporting bracket when the coupler is adjusted to its highest position; Fig. 3 is a detail horizontal section showing the bracket by which the coupler is supported; Fig. 4 is a front elevation of the supporting bracket; Fig. 5 is a detail vertical section, taken in the plane of the line 5—5, Fig. 3; and Fig. 6 is a perspective view of one of the adjusting plates of the coupler supporting bracket.

Like reference symbols indicate corresponding structural features wherever they occur.

I will now proceed to describe my invention more fully, so that others skilled in the art to which it appertains may apply the same.

In the drawings, 1 is the coupler, 2 the coupler supporting bracket, 3 the adjusting plates by which the height of the coupler is varied with respect to the bracket, and 4 the pivot pin by means of which the coupler is connected to the bracket.

The shank 1^a of the coupler, which is preferably integrally united to the coupler head, is formed at its rear end with a cylindrical bearing surface 1^b which is concentric with the vertically extending aperture 1^c that is formed in the coupler shank for the purpose of receiving the pivot pin 4.

The coupler supporting bracket 2, which is adapted to be secured to the appropriate beam or sill on the locomotive or tender, is provided with a centrally located forwardly extending socket the upper and lower walls 2^a of which extend horizontally and are perforated, as at 2^b, to receive the corresponding pivot pin 4. The base of the coupler receiving socket is cylindrically curved to form a bearing face 2^c for receiving the buffing thrust of the correspondingly curved end face 1^b of the shank of the coupler, and the lateral walls 2^d diverge from within outwardly so that the socket is wider at its mouth than at its base and the coupler may consequently swing laterally through a limited angle upon the pivot pin 4 as an axis.

Adjacent to the base of the socket the lateral walls 2^d thereof are formed with slots or recesses 2^e which are adapted to receive the oppositely projecting lugs 3^a with which the adjusting plates 3 are provided, the coupler adjusting plates being thus maintained in position in the socket, as will be readily understood. As more particularly shown in Figs. 4 and 5, the grooves 2^e are preferably interrupted intermediate of their length, as at 2^f, to thereby allow the readier introduction and withdrawal of the adjusting plates 3, the portions of the grooves which are permitted to remain at the top and bottom of the socket being sufficiently long, however, to afford stops for preventing the outward movement of the adjusting plates.

As shown in the drawings, the adjusting plates 3 are formed with rearwardly extending legs which straddle the pivot pin 4 and which are provided at their inner ends with outwardly projecting lugs 3^a which extend into the corresponding grooves or recesses 2^e of the bracket member

2, such interlocking engagement of the adjusting plates and bracket serving to securely maintain said plates in proper position when the coupler is in service. The
 5 outer edges of the adjusting plates may be curved to conform to the outer edges of the top and bottom walls 2^a of the bracket, which are preferably curved.

In assembling the device the adjusting
 10 plates 3 are inserted in the coupler receiving socket of the bracket member 2 and manipulated to enter their lugs 3^a into the grooves 2^a of the bracket, the shank 1^a of the coupler is then inserted in the socket and
 15 is secured to the bracket 2 in the usual manner by means of the pivot pin 4. By arranging one or more of the adjusting plates 3 above or below the shank of the coupler, as the circumstances of the case
 20 may dictate, the height of the coupler above the rails may be adjusted to the proper requirement.

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

1. The combination with a bracket having a flaring socket which is adapted to receive the shank of a car coupler, of a coupler having a shank which is insertible through
 20 the mouth of and extends into said socket and is connected thereto by means of a pivot pin so as to be capable of swinging with re-

spect to said bracket, and an adjusting plate arranged within said socket and interposed between said bracket and the shank of said
 35 coupler, said adjusting plate being insertible through the mouth of the flaring socket and being bifurcated to straddle said pivot pin and being provided with means for engaging said bracket to secure said adjusting
 40 plate in position in said socket.

2. The combination with a bracket having a flaring socket the lateral walls whereof are provided with recesses located adjacent to the upper and lower walls of said socket,
 45 of a coupler having a shank extending into said socket, a pivot pin connecting said coupler shank and bracket so as to permit said coupler to swing laterally on said bracket, and an adjusting plate arranged
 50 within said socket and connected to said bracket by means of outwardly projecting lugs which are formed on said plate and extend into the said recesses in the lateral
 55 walls of said flaring socket, said adjusting plate being bifurcated and straddling said pivot pin.

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

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Witnesses:

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 O. H. STEEDLE, Jr.