

(No Model.)

J. H. RUDY.
CAR COUPLING.

No. 435,772.

Patented Sept. 2, 1890.

FIG. 1

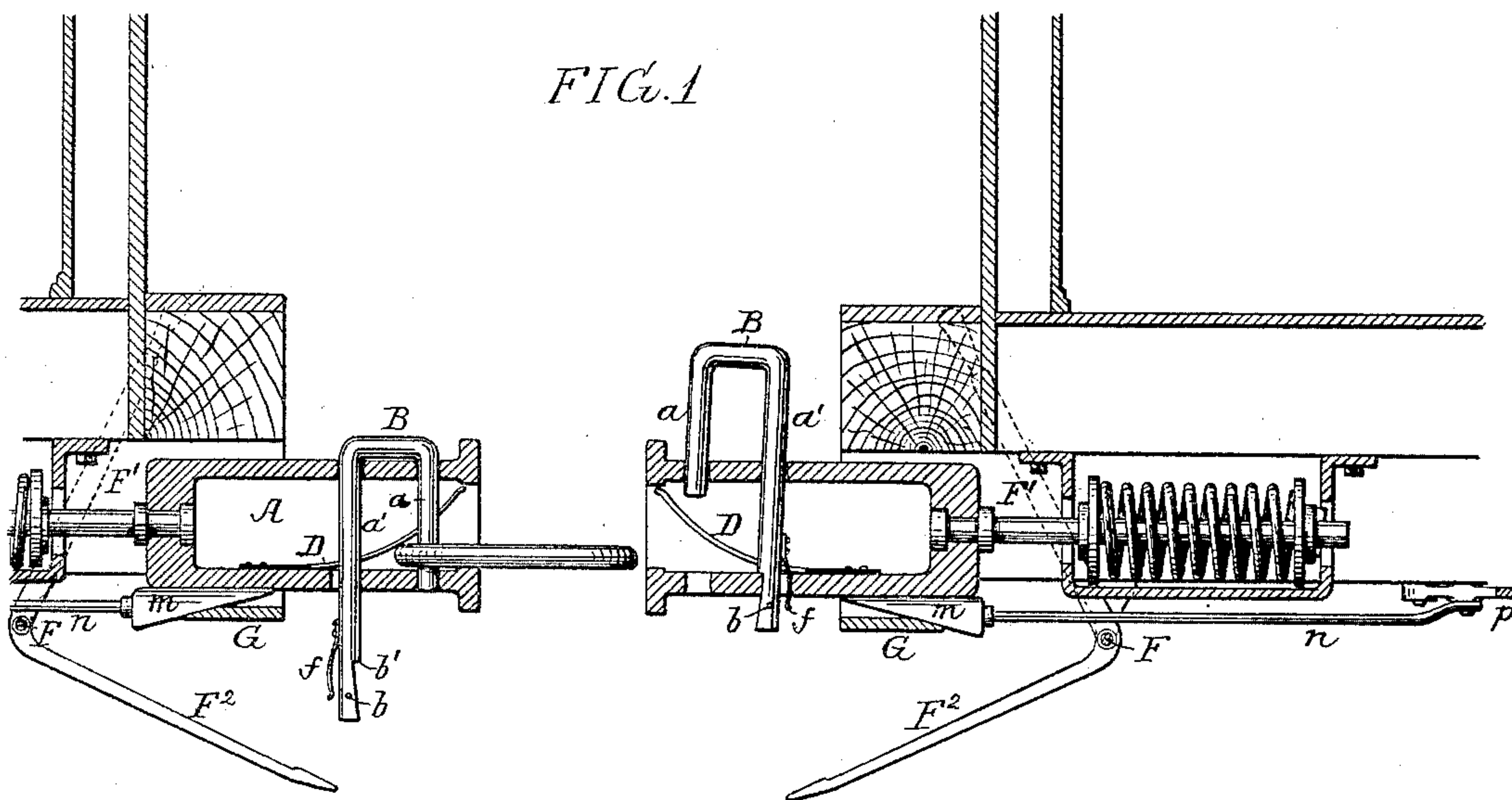
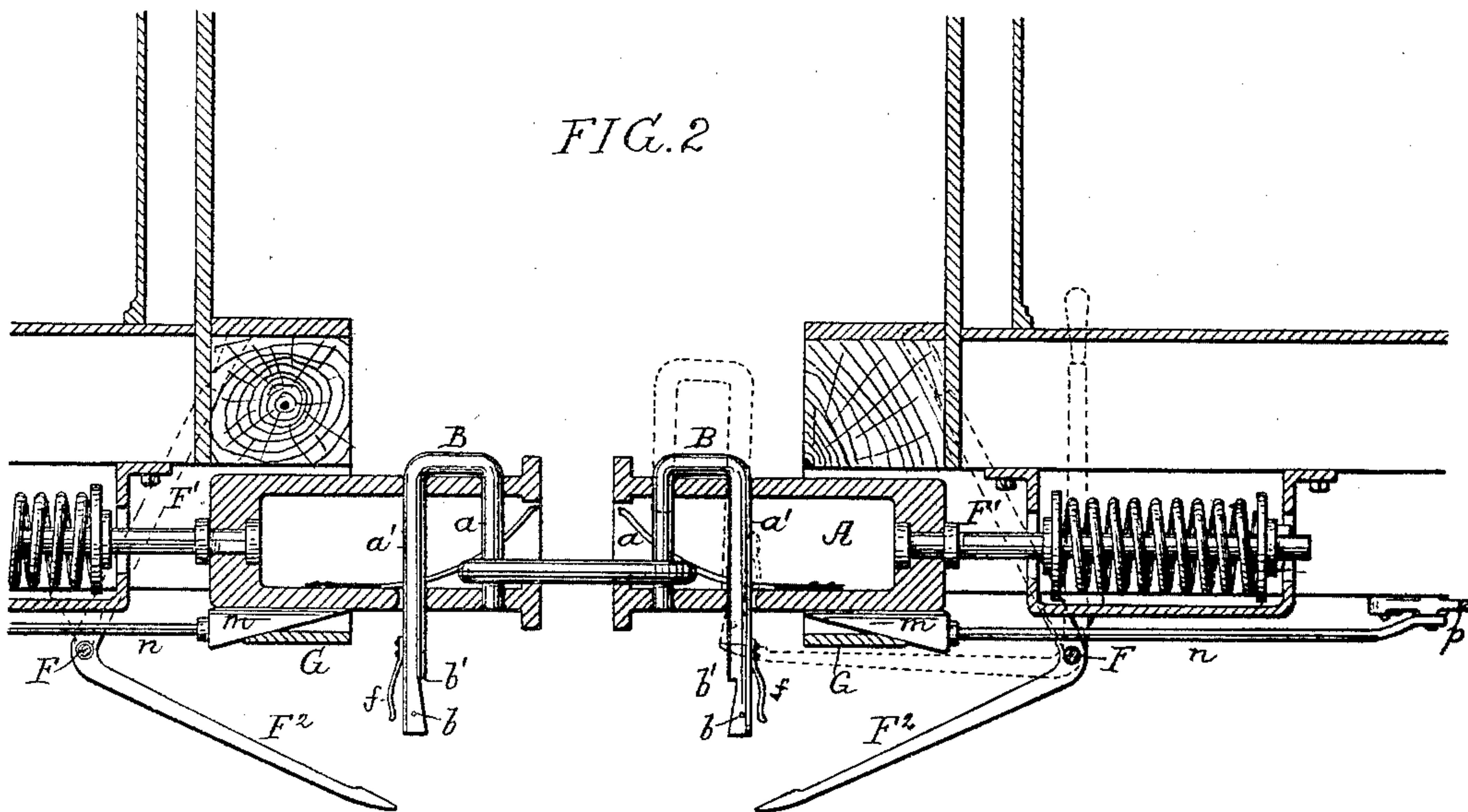


FIG. 2



Witnesses:
Murray C. Boyer
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Inventor:
John H. Rudy
by his Attorneys
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UNITED STATES PATENT OFFICE.

JOHN H. RUDY, OF BOUND BROOK, NEW JERSEY, ASSIGNOR OF ONE-HALF
TO ARCHIBALD I. CODDINGTON, JR., OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 435,772, dated September 2, 1890.

Application filed June 13, 1890. Serial No. 355,368. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. RUDY, a citizen of the United States, and a resident of Bound Brook, Somerset county, New Jersey, have
5 invented certain Improvements in Car-Couplings, of which the following is a specification.

My invention consists of certain details in the construction of a car-coupling with the view of permitting the ready and automatic
10 coupling of cars by means of the usual link, and with the further view of permitting the ready uncoupling of the cars without the necessity of going between the same, and of permitting the coupling of cars of different
15 heights.

In the accompanying drawings, Figure 1 represents a longitudinal section of parts of two cars provided with coupling devices constructed in accordance with my invention,
20 the cars being represented as approaching each other before the coupling has been effected; and Fig. 2 is a similar view showing the parts as they appear after the cars have been coupled together.

25 Suitably supported vertically in a yoke or bearing G beneath the body or platform of the car and connected to the usual draw-bar of the car is a draw-head or coupling-head A, which may consist of a simple bent plate of iron having a curved and slotted front plate
30 similar to a well-known form of coupling-head now in use in connection with the ordinary link-and-pin coupling. My improved coupling-head, however, has in the top and bottom two
35 sets of openings for the reception and guidance of the two legs a a' of a looped coupling-pin B, the front leg a being shorter than the rear leg a' of said pin, so that the latter leg need never be wholly withdrawn from the
40 opening in the bottom of the coupling-head, a pin b , carried by said leg a' , serving to limit the rise of the coupling-pin.

In the front of the rear leg a' is a notch b' , and to the back of said leg is secured a spring
45 f , and when the coupling-pin has been raised to its full height, this spring bears against the back of the opening in the bottom plate of the coupling-head and thrusts the leg a' forward, so that its notch engages with the

bottom plate at the front of the opening, the
50 coupling-pin being thereby supported in such a position that a coupling-link can enter the coupling-head beneath the short front leg of said coupling-pin.

To the rear of the coupling-head is secured
55 a slotted spring-plate D, the side wings of which project forward and upward toward the front of the coupling-head and serve to press down upon the entering portion of a link, so as to cause said link to project hori-
60 zontally from the coupling-head.

To suitable bearings on the under side of the car is hung a rock-shaft F, which has at one side of the car, or at both sides of the same, if desired, a projecting arm F', whereby
65 it may be manipulated, this shaft also having a projecting arm F², which extends forward to a point beneath the rear leg a' of the coupling-pin. Hence by properly moving either of the arms F' the arm F² may be caused to ele-
70 vate the coupling-pin B in order to release the link and permit of the uncoupling of the cars, as shown by dotted lines in Fig. 2, and any suitable form of catch may be employed for retaining the lifter in this position until
75 the cars have been uncoupled, when it may be thrown down, so as to permit the coupling-pin to remain in position for recoupling.

Between the under plate of the coupling-head and the bottom of the yoke or bearing
80 G, which supports said head, is interposed a wedge-block m , which has an arm n extending backward to a lever p , the latter being suitably hung to the under side of the car and extending beyond the same at one or both
85 sides, so that it may be readily manipulated and the wedge-block thrust forward beneath the coupling-head in order to raise the same when it is desired to effect a coupling with a
90 higher car or withdrawn, so as to lower the coupling-head, when it is desired to effect a coupling with a lower car.

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

1. The combination of the coupling-head
95 with the looped coupling-pin having a short front leg and a long rear leg, the latter being

notched for engagement with the coupling-head and having a spring for holding said notch in engagement, substantially as specified.

5 2. The combination of the coupling-head, the looped coupling-link having a short front leg and long rear leg notched for engagement with the coupling-head, and a rock-shaft mounted on the car and having a projecting
10 arm for acting upon said long leg of the coupling-pin and lifting the latter, so as to release the link from engagement with the short leg of the pin, substantially as specified.

15 3. The combination of the coupling-head and its supporting-yoke with a wedge-block interposed between said coupling-head and its supporting-yoke, whereby on projecting or retracting said wedge-block the coupling-head

can be raised or lowered, substantially as specified. 20

4. The combination of the coupling-head, its supporting-yoke, a wedge-block interposed between said coupling-head and the yoke and having a rearwardly-extending arm, and a lever hung to the car and connected to said
25 arm, whereby it serves as a means for advancing and retracting the wedge-block, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of
30 two subscribing witnesses.

JOHN H. RUDY.

Witnesses:

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