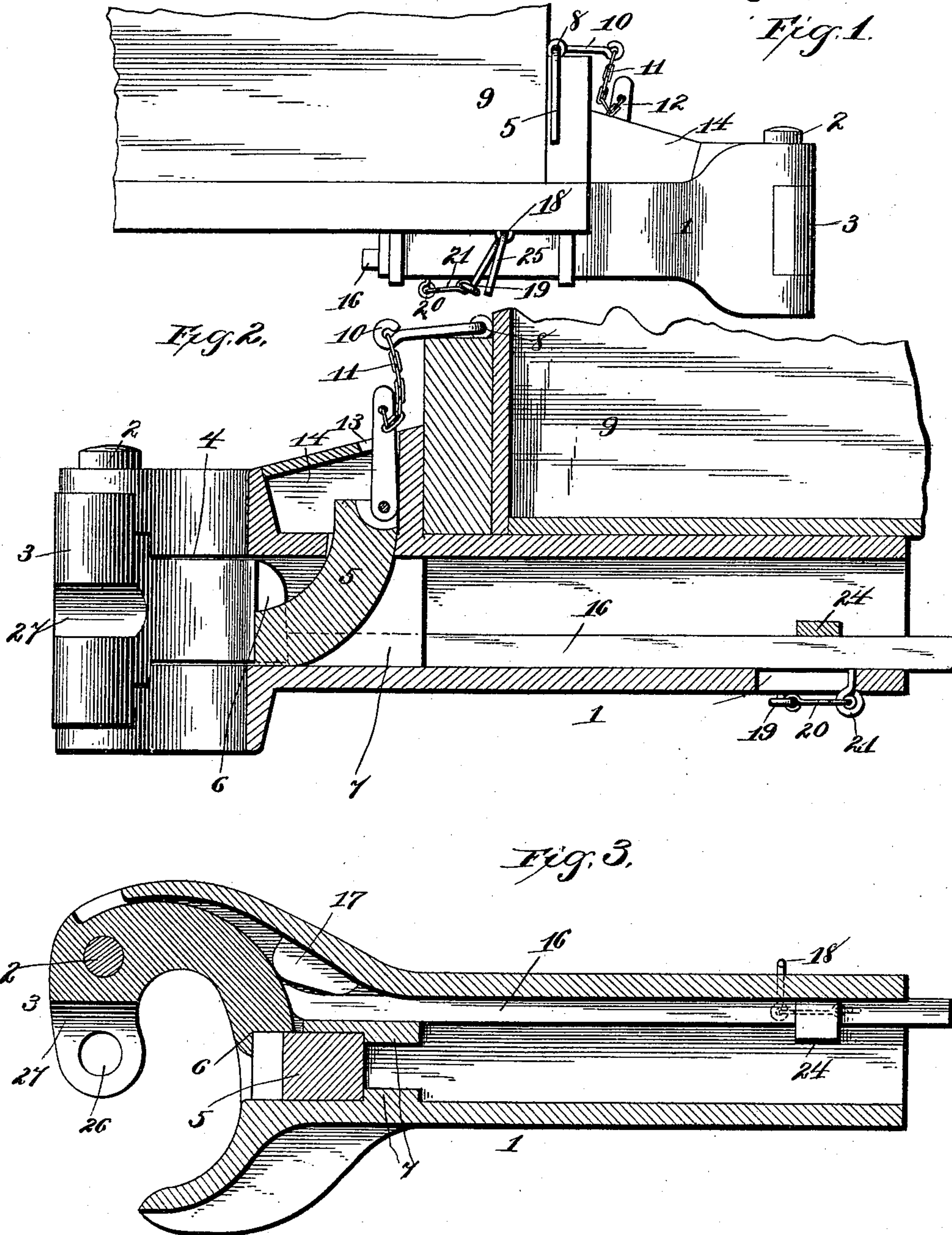


(No Model.)

J. P. ROLLINS.
CAR COUPLING.

No. 479,990.

Patented Aug. 2, 1892.



Witnesses

Inventor

E. L. Mordeman,
H. H. Riley

By *his* Attorneys,

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UNITED STATES PATENT OFFICE.

JOHN P. ROLLINS, OF CEDAR RAPIDS, IOWA, ASSIGNOR OF ONE-HALF TO
GEORGE O. ROLLINS, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 479,990, dated August 2, 1892.

Application filed March 11, 1892. Serial No. 424,573. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. ROLLINS, a citizen of the United States, residing at Cedar Rapids, in the county of Linn and State of Iowa, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

10 The object of the present invention is to simplify and improve the construction of twin-jaw couplings and to enable the knuckles to be operated from the side of the car.

15 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

20 In the drawings, Figure 1 is an elevation of a car-coupling constructed in accordance with this invention. Fig. 2 is a vertical longitudinal sectional view. Fig. 3 is a horizontal sectional view.

25 Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a draw-head, to which is pivoted by a knuckle-pin 2 a knuckle 3, and which is provided with a longitudinal opening 4, and having arranged therein a sliding latch-block 5, arranged to engage a shoulder 6 of the knuckle, to hold the latter in engagement with a knuckle of a twin coupling. The latch-block 5 is slightly curved throughout its length and is arranged on inclined ways 7, which are curved to conform to the configuration of the latch-block, and the latter is withdrawn from the knuckle to allow the latter to be opened for uncoupling by a rock-shaft 8, mounted on a car 9 and having an arm 10, which is connected with the latch-block by a chain 11 and a bar 12. The bar 12 is pivoted in a bifurcation of the latch-block and extends through a slot 13 of a casing 14, arranged on the draw-head and receiving the upper end of the latch-block and adapted to protect the same when withdrawn from engagement with the knuckle. The upper end of the bar 12 is connected by the chain 11 with the arm 10 of the rock-shaft, and the outer end of the latter is provided with a handle 15, which is arranged at one side of the

car to enable cars to be uncoupled without going between them.

The knuckle is moved outward in position 55 for coupling and to make the uncoupling positive by a sliding bar 16, arranged on the bottom of the draw-head and having its front end disposed between a shoulder or boss 17 and the adjacent flange or web, which forms 60 one of the ways for the latch-block. The front end of the sliding bar 16 is arranged to engage the knuckles and adapted to open the same. The sliding bar 16 is operated by a rock-shaft 18, having an angle-arm 19, which 65 is connected with an eyebolt or stem 20 of the sliding bar by a link 21. The eyebolt or stem of the sliding bar is arranged in a slot 22 of the draw-head, and a sliding bar is guided at this point by a keeper 24. The outer end of 70 the rock-shaft is provided with a handle 25, by means of which the sliding bar is reciprocated. The knuckle is provided with the usual coupling-pin opening 26 and a link-recess 27 to enable the draw-head to be coupled 75 with an ordinary pin and link.

It will be seen that the knuckle may be readily controlled from the side of a car without necessitating persons going between the cars. 80

What I claim is—

1. In a car-coupling, the combination of a draw-head having a longitudinal opening and provided with slightly-curved inclined ways, a knuckle hinged to the draw-head, a curved 85 latch-block arranged on the ways and adapted to engage the knuckle, a bar pivotally secured to the latch-block, and a rock-shaft connected with the bar, substantially as described.

2. In a car-coupling, the combination of a 90 draw-head having a longitudinal opening and provided with a slot, a knuckle hinged to the draw-head, a sliding bar arranged to engage the knuckle and having a stem projecting through the slot, and a rock-shaft connected 95 with the stem, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN P. ROLLINS.

Witnesses:

JAMES H. ROTHROCK, Jr.,
I. N. WHITTAM.