

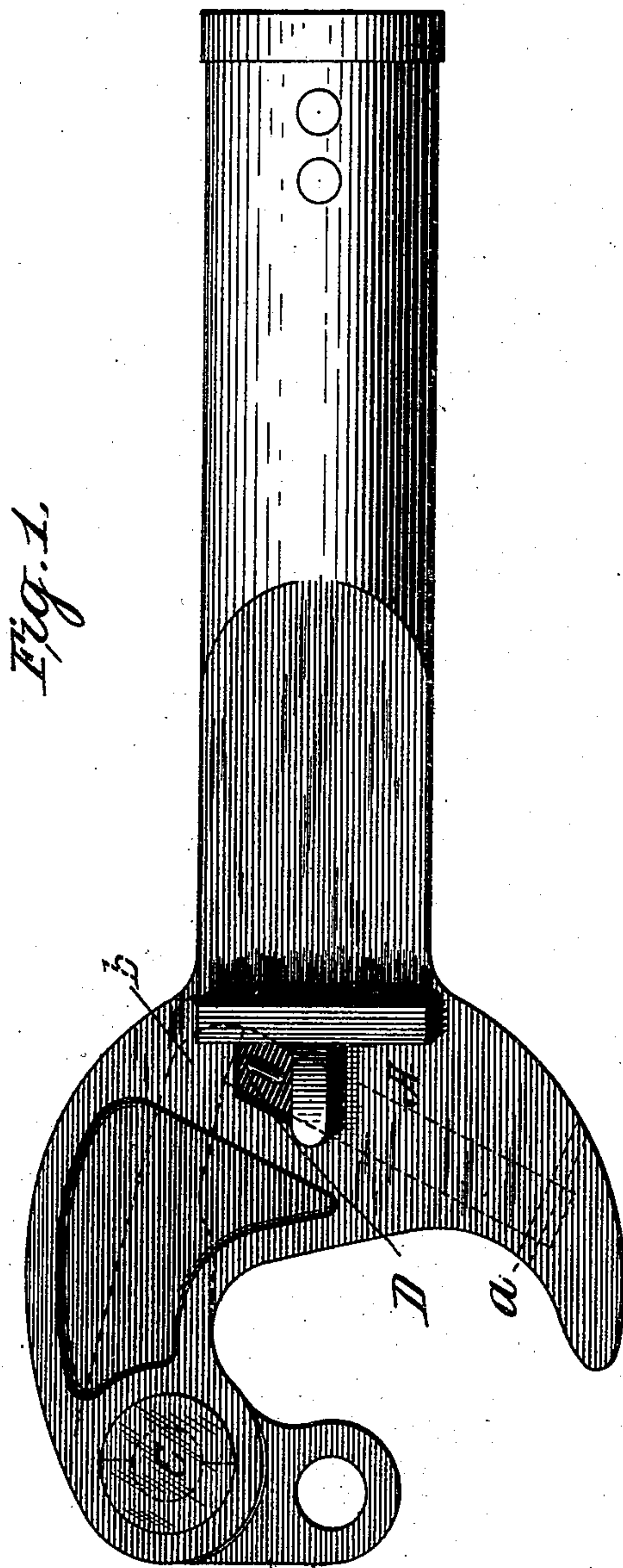
(No Model.)

2 Sheets—Sheet 1.

J. LA BURT.
CAR COUPLING.

No. 501,605.

Patented July 18, 1893.



Witnesses:
E. S. Meares,
M. E. Hill.

Inventor.
John La Burt
By J. W. Barker

Attorney.

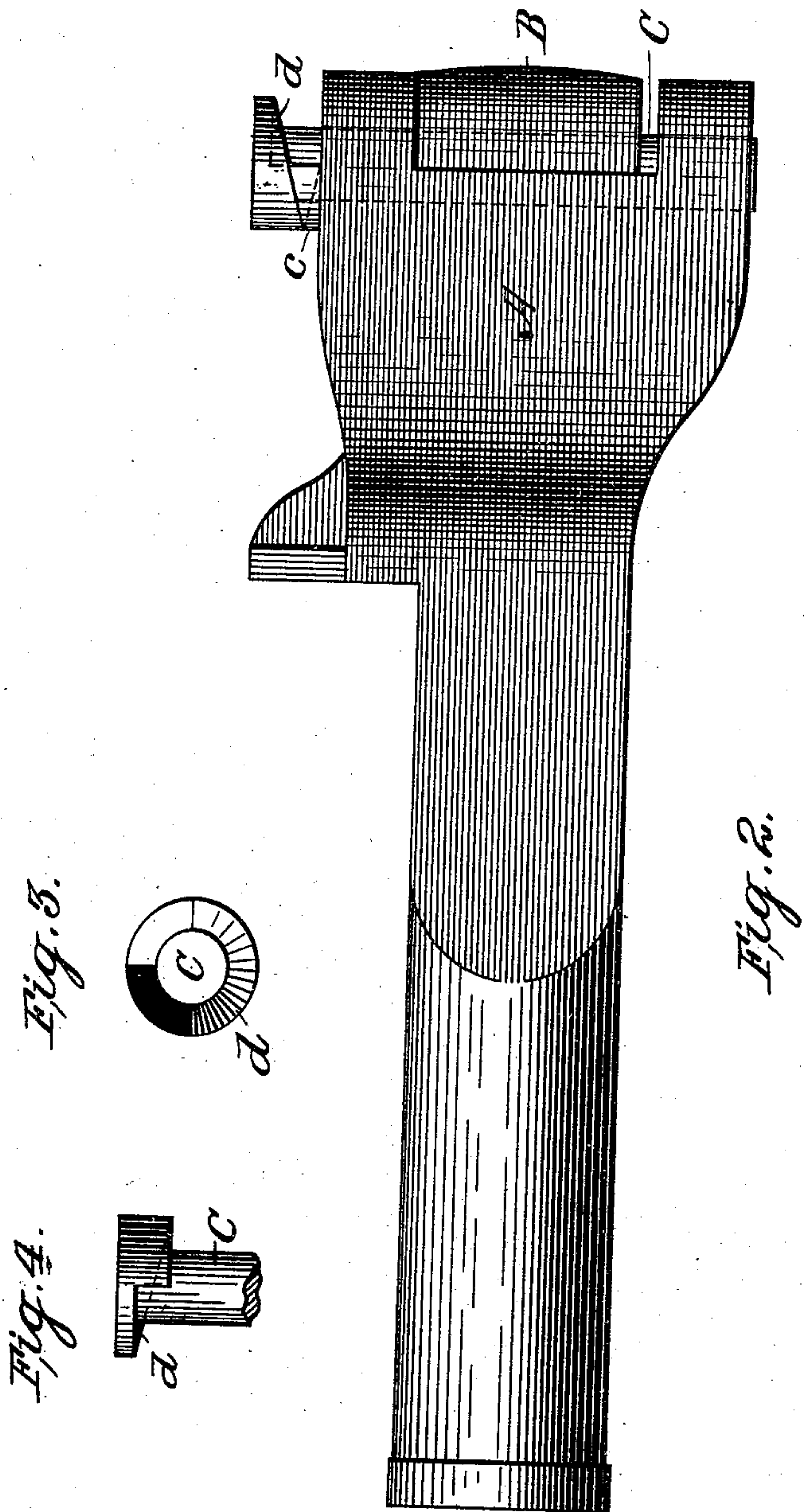
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UNITED STATES PATENT OFFICE.

JOHN LA BURT, OF NEW YORK, N. Y., ASSIGNOR TO THE LA BURT AUTOMATIC ELECTRIC BLOCK SIGNAL SYSTEM AND CAR COUPLER COMPANY, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 501,605, dated July 18, 1893.

Application filed November 25, 1892. Serial No. 453,144. (No model.)

To all whom it may concern:

Be it known that I, JOHN LA BURT, a citizen of the United States, residing at New York, in the county and State of New York, have invented certain new and useful Improvements in Car-Couplings, of which the following is a full, clear, and exact specification.

My invention relates to that class of car couplers having a bifurcated head and a swinging locking jaw, and the object of my invention is to provide certain positive means whereby when said jaw is unlocked it will be automatically carried to the wide open position and held in such open position until the head is brought into contact with another coupler when the two heads will become automatically intercoupled.

Taken in conjunction with my former patent, No. 475,219, issued May 17, 1892, it will be seen that my invention provides for a complete coupling having both automatic locking and releasing devices.

In order that my invention may be properly understood and explained in detail I have attached drawings hereto, upon which like letters of reference indicate corresponding parts in the several figures.

Figure 1 is a plan view of a coupler embodying my invention. Fig. 2 is a left side elevation of the same showing more clearly the inclines on the upper surface of the head and on the under side of the pin head. Fig. 3 is an inverted plan of the pivotal pin showing clearly the incline formed thereon, and Fig. 4 is a side elevation partly in section of the same.

The coupler consists of the usual head A having the jaw B pivoted in said head by the pivotal pin C.

D represents the locking pawl pivoted in the head at *a* and adapted to be lifted vertically at its free end by the inward movement of the arm *b* of the jaw B the said pawl D falling into its normal position in front of the arm *b* and locking it in the closed position when said arm has passed the end of the pawl.

I provide an incline *c* upon the upper pivotal bearing of the coupler head and a corresponding incline *d* is formed upon the under side of the head *e* of pin C. These inclines extend about half way around the circumference of the pin hole *f* and pin C and are formed to correspond with each other, the incline *d* being adapted to ride up and down the incline *c*. The pin C is secured in the jaw B by sweating, pinning or otherwise and it will therefore be seen that as the jaw B is turned into the locked position the incline *d* will ride up over the incline *c* and the jaw will be held in a slightly elevated position when locked by the pawl D. When the pawl D is removed from the path of the arm *b* of jaw B the said jaw will at once turn outwardly to the open position, this action being caused by the weight of the jaw taking effect and causing the incline *d* to travel down the incline *c*. The jaw being opened the said inclines serve to keep it in the open position until sufficient force such as that caused by the impact of another coupler, is brought to bear.

Having now described my invention, I declare that what I claim is—

In a car coupling composed of a bifurcated head with a swinging locking jaw, an incline formed upon the upper pivotal bearing of said coupler head together with a corresponding incline formed on the under side of the pivotal pin head, the face of the latter incline lying in a plane parallel with the face of the first mentioned incline, substantially as and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 19th day of November, 1892.

JOHN LA BURT.

Witnesses:

ALEX. M. LOWRY,
GEO. C. PUCKHUBER.