

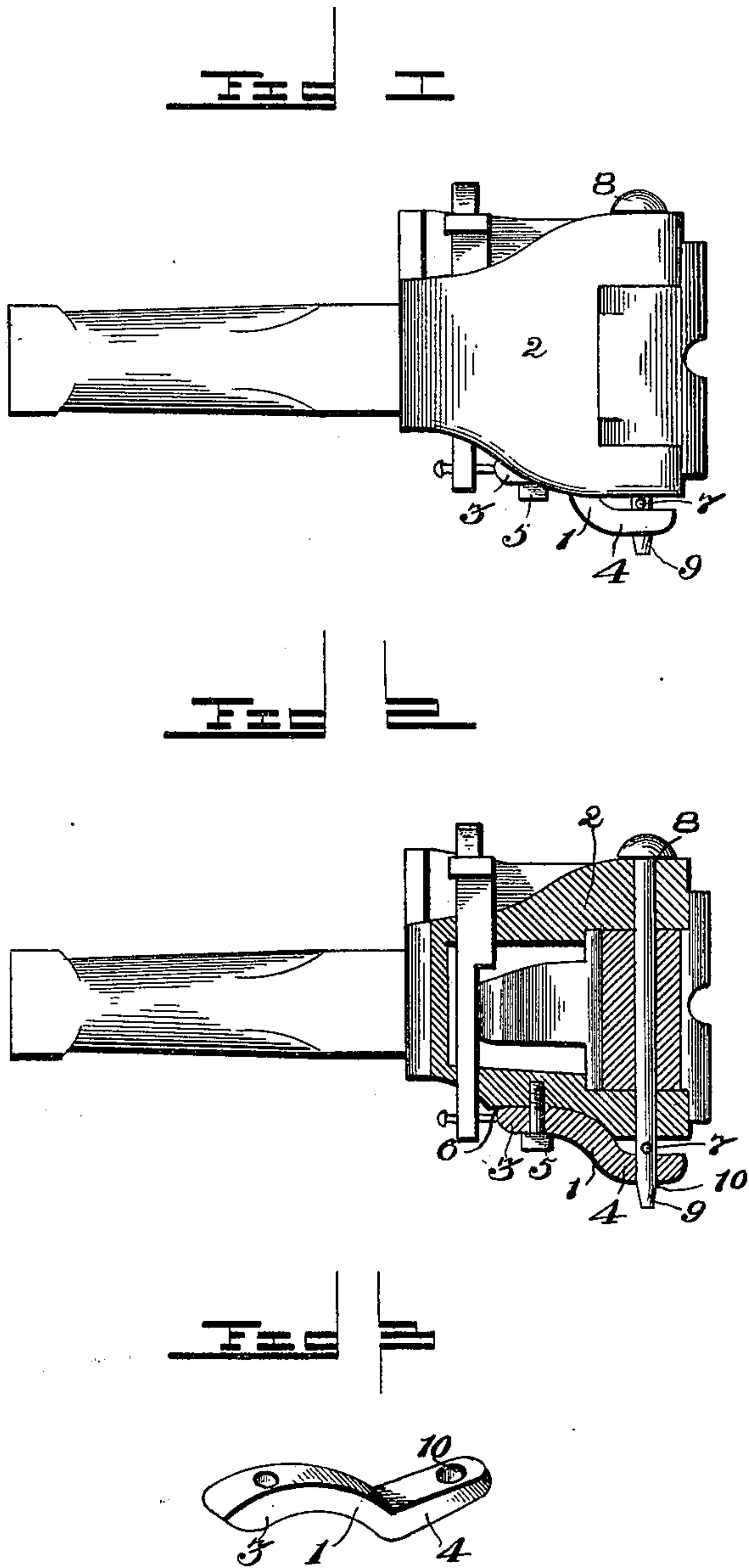
No. 644,452.

Patented Feb. 27, 1900.

C. O. PARSONS.
CAR COUPLING.

(Application filed May 12, 1899.)

(No Model.)



Witnesses

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J. H. Riley

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UNITED STATES PATENT OFFICE.

CLARANCE O. PARSONS, OF WEST NANTICOKE, PENNSYLVANIA, ASSIGNOR
OF ONE-HALF TO WILBUR G. ALLEN, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 644,452, dated February 27, 1900.

Application filed May 12, 1899. Serial No. 716,571. (No model.)

To all whom it may concern:

Be it known that I, CLARANCE O. PARSONS, a citizen of the United States, residing at West Nanticoke, in the county of Luzerne and State of Pennsylvania, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car-couplings.

It has been found by experience with car-couplings of the Janney type that when a knuckle-pin is broken the lower portion falls out of the knuckle-pin perforation and the upper part of the coupler-head is subjected to all the strain and is frequently broken and rendered useless.

The object of the present invention is to provide a simple, inexpensive, and efficient device adapted to be readily applied to coupler-heads of the Janney type and capable in the event of the breakage of a knuckle-pin of preventing the lower portion from falling out, whereby the knuckle-pin is made practically as good as new and as serviceable as a whole one.

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.

In the drawings, Figure 1 is a side elevation of a car-coupling provided with a safety attachment constructed in accordance with this invention. Fig. 2 is a vertical sectional view of the same. Fig. 3 is a detail perspective view of the attachment.

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

1 designates a safety attachment consisting of a bracket or support located beneath a coupler-head 2 and extending rearward from the knuckle-pin perforation thereof and comprising a rear portion 3 and a front portion 4. The rear portion 3, which is disposed at a slight inclination, as clearly illustrated in Figs. 1 and 2 of the accompanying drawings, is secured to the bottom of the coupler-head by a bolt 5 or other suitable fastening device, and the front portion 4, which is disposed horizontally, is located beneath the adjacent

portion of the coupler-head to provide an intervening space 6 for the reception of the pin or key 7 for retaining the knuckle-pin 8 in the knuckle-pin perforation of the draw-head. The knuckle-pin, which is of the usual construction, is provided at its upper end with a head, and it has a perforation near its lower end to receive the said key, which engages the lower face of the coupler-head to prevent the knuckle-pin from being withdrawn. The lower end 9 of the knuckle-pin is tapered and extends through a perforation 10 of the horizontal supporting-arm or front portion of the bracket, and in event of the breakage of the knuckle-pin through the vibration of the coupling or the jars and blows incident to the operation of coupling the lower portion of the knuckle-pin will be supported in the knuckle-pin perforation, so that the strain on the knuckle will be distributed evenly on the top and bottom of the coupler-head, whereby all liability of the upper eye breaking by being subjected to all of the strain is obviated.

The invention has the following advantages: The device, which is simple and comparatively inexpensive in construction, is detachably mounted on a coupler-head and may be readily applied to any ordinary car-coupling of the Janney type without necessitating any alteration in the construction thereof. It is capable, in event of the breakage of the knuckle-pin, of supporting the lower portion thereof and of preventing the same from dropping out of the knuckle-pin perforation, and it thereby causes the strain to be distributed equally on the top and bottom of the coupler-head. It obviates all liability of the upper portion of the coupler-head being subjected to all the strain, and there is no danger of such upper portion being broken, as is the case when the lower portion of the knuckle-pin is unsupported.

Changes in the form, proportion, size, and the minor details of construction within the scope of the appended claims may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What is claimed is—

1. A safety device designed to be applied to car-couplings of the Janney type and com-

prising a bracket adapted to be secured to the bottom of a coupler-head and having a front or outer supporting arm or portion located beneath the knuckle-pin perforation in position to receive and support the lower end of the knuckle-pin, substantially as described.

2. A safety device for car-couplings consisting of a bracket and comprising an inner portion adapted to be secured to the bottom of a coupler-head, and an outer supporting portion having a perforation to receive the lower end of a knuckle-pin and spaced from the coupler-head to receive the key of the knuckle-pin, substantially as described.

3. The combination with a coupler-head of

the Janney type, of a safety device consisting of a bracket and comprising an inclined inner portion secured to the bottom of the coupler-head, and a horizontal supporting portion having a perforation for the reception of the knuckle-pin and spaced from the draw-head to receive the key of the knuckle-pin, 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.

CLARANCE O. PARSONS.

Witnesses:

D. O. COUGHLIN,
FRANK H. BAILEY.