

Patented Nov. 27, 1900.

CAR COUPLING.

(Application filed Aug. 18, 1900.)

(No Model.)

FIG. 1.

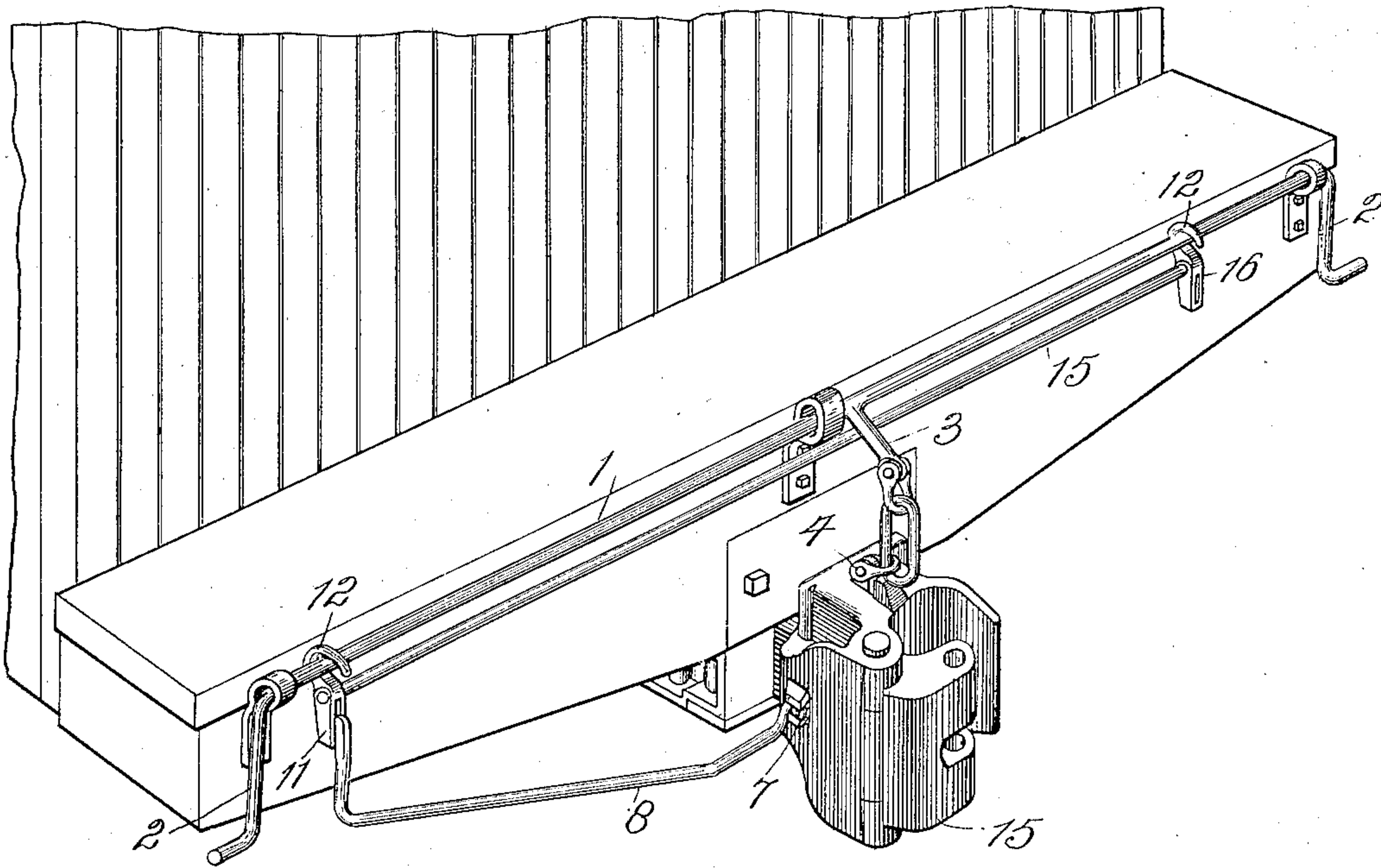


FIG. 2.

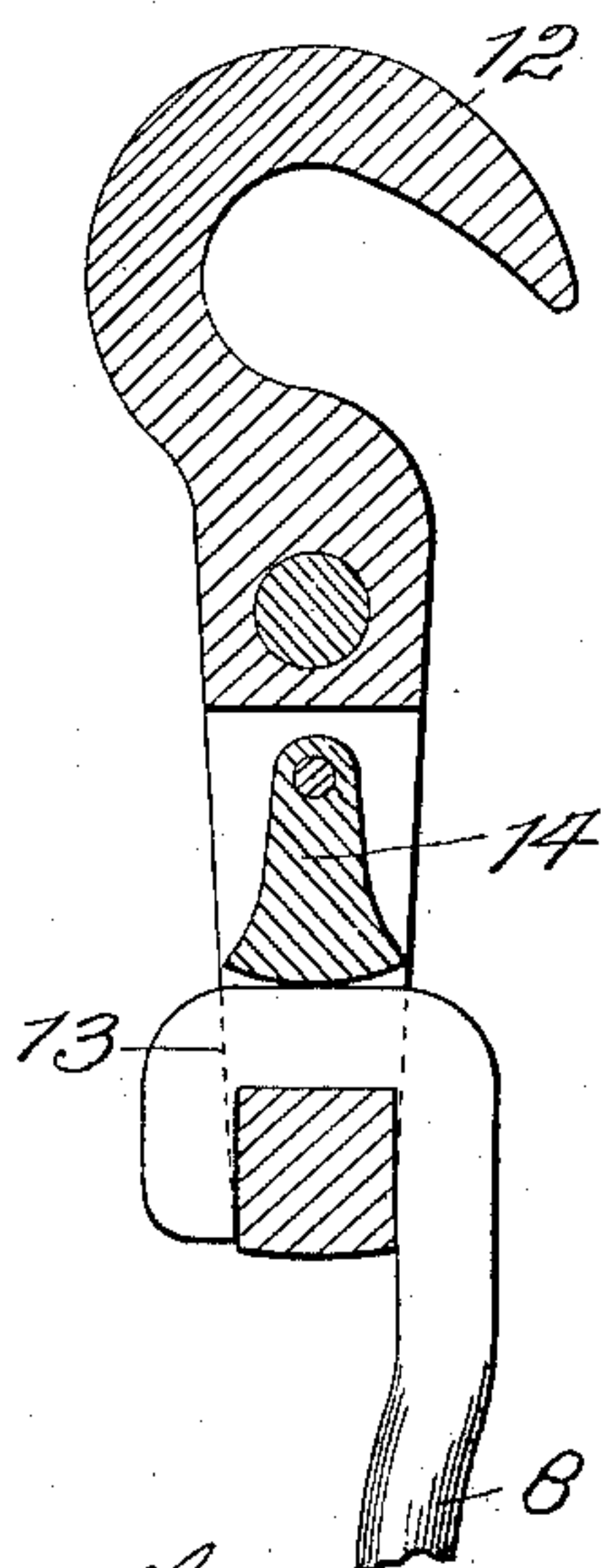
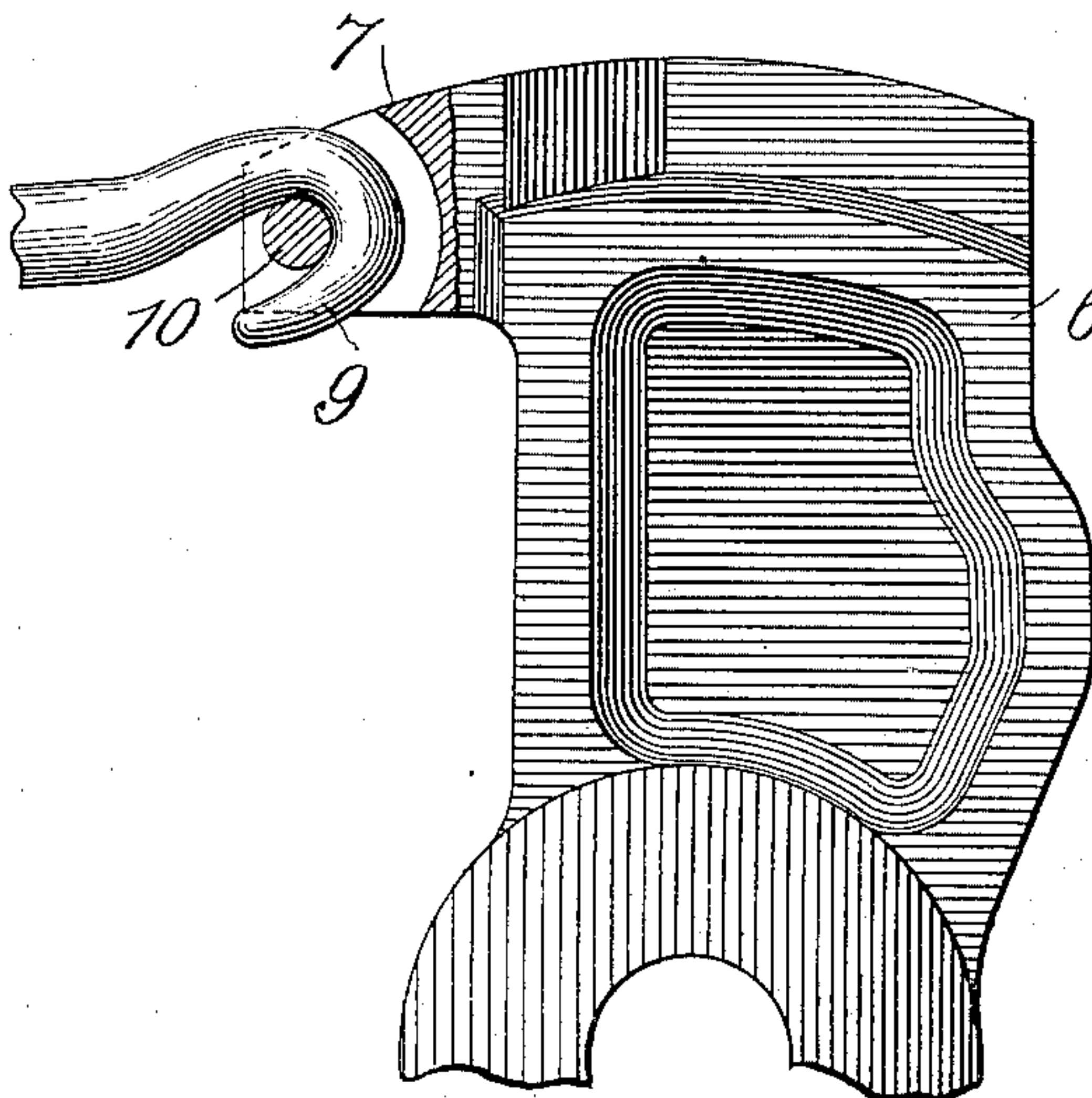


FIG. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM McCONWAY AND JOSEPH KELSO, OF PITTSBURG, PENNSYLVANIA,
ASSIGNORS TO THE McCONWAY & TORLEY COMPANY, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 662,457, dated November 27, 1900.

Application filed August 18, 1900. Serial No. 27,251. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM McCONWAY and JOSEPH KELSO, citizens of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented or discovered certain new and useful Improvements in Car-Couplers, of which improvements the following is a specification.

The invention described herein relates to certain improvements in mechanism for operating locks and knuckles of car-couplers of the Janney or swinging-hook type, and has for its object a construction and arrangement of parts whereby not only the unlocking of the knuckle may be effected from either side of the car, but also the opening and closing of the knuckle, thereby obviating the necessity of the brakeman placing himself in a dangerous position in coupling or uncoupling cars.

The invention is hereinafter more fully described and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of one end of a car having our improvements applied thereto. Figs. 2 and 3 are sectional detail views, on an enlarged scale, of portions of the coupler-operating mechanism.

In the practice of our invention a rod or shaft 1 is mounted in suitable bearings on the end of the car and is provided at its ends with operating handles or cranks 2, the bar or shaft being of sufficient length to render the handles or cranks accessible without passing between cars. This shaft 1 is provided at a point between its ends with an arm 3, having its outer end connected in any suitable manner known in the art to the knuckle-locking device 4, which may be of any desired type or construction. This construction and arrangement permit of the unlocking of the knuckle 5 from the sides of the car.

In order to effect an opening or closing of the knuckle, the latter is connected to a shifting rod 15, movably mounted on the end of the car. A desirable manner of connecting the knuckle to the shifting rod consists in forming the tail 6 of the knuckle with a lug or extension 7, which when the knuckle is closed protrudes through an opening in the

side wall of the coupler-head or is accessible through such opening. To this lug or projection 7 is detachably connected a rod 8, the connection being preferably formed by a hook 9, engaging a pin 10 transverse of the slot formed in the extension 7, as shown in Fig. 3. The outer end of the rod 8 is detachably connected by any suitable means to a sliding block 11, movably supported, preferably, by the rod or shaft 1, so as to be capable of being shifted toward or from the coupler. A desirable means of mounting the block 11 on the shaft is shown in Figs. 1 and 2, and consists in forming a hook 12 on the upper end of the block, said hook being adapted to engage the rod on turning the block to a horizontal position. A convenient means for forming the detachable connection between the rod 8 and block 11 consists in forming a hook 13 on the end of the rod 8 and slotting the block 11, so as to permit the hook to pass through the block and engage or hook onto the lower wall of the slot. The hook is held in engagement with the wall of the slot by means of a gravity-dog 14, pivotally mounted in the slot in the block. The rod 8 is made sufficiently long to render the block 11 accessible from one side of the car, as shown in Fig. 1, and in order to permit of the operation or shifting of the knuckle from the opposite side of the car the block 11 is connected by a rod 15 to an operating-handle 16, movably mounted upon the rod or shaft 1, near the opposite side of the car. This handle 16 may be made, as shown, similar to the block 11; but any other form or construction of handle may be employed for shifting the rod 15, said handle being supported, preferably, by the rod 1.

From the foregoing it will be readily understood that an operator standing at either side of the car can effect an unlocking of the knuckle and also an opening of the knuckle when closed or a closure of the knuckle when open.

The invention described herein is not limited to any particular form or construction of coupler, knuckle, or locking mechanism.

We claim herein as our invention—

1. The combination of a car-coupler, a shaft mounted on the end of the car and accessi-

ble from each side of the car and connected to the lock of the coupler, a rod movably mounted on the shaft and accessible from each side of the car, and a connection from
5 said rod to the knuckle of the coupler, substantially as set forth.

2. The combination of a coupler, a lock-operating shaft movably mounted on the end of the car, two connected blocks or handles mov-
10 ably mounted on said shaft and a detachable

connection from one of said handles to the knuckle of the coupler, substantially as set forth.

In testimony whereof we have hereunto set our hands.

WILLIAM McCONWAY.
JOSEPH KELSO.

Witnesses:

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