

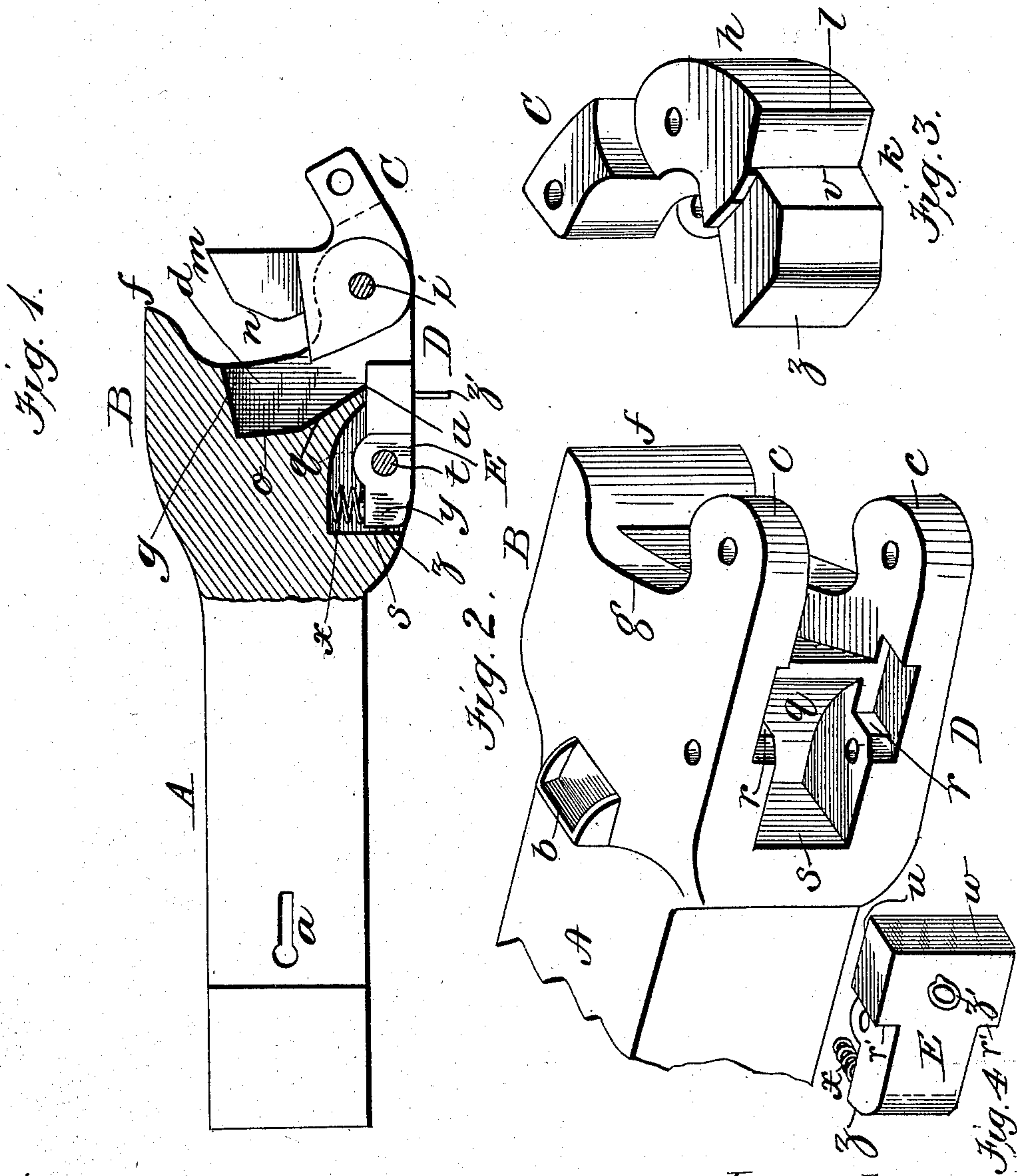
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D. L. BOCK.
CAR COUPLING.

(Application filed Feb. 15, 1902.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

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CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 698,433, dated April 29, 1902.

Application filed February 15, 1902. Serial No. 94,259. (No model.)

To all whom it may concern:

Be it known that I, DAVID L. BOCK, a citizen of the United States, residing at Lebanon, in the county of Lebanon and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to car-couplings, has especial reference to that class of couplings known as the "Master Car-Builders'" or "Janney" type for automatic coupling, and has for its object certain improvements in construction, which will be fully disclosed in the following specification and claims.

In the accompanying drawings, which form part of this specification, Figure 1 represents a top plan view with the head of the coupling in transverse or horizontal section, showing the hook or knuckle in position for automatic coupling; Fig. 2, a perspective, on an enlarged scale, of the front part or head of the coupling with the hook and the latch removed; Fig. 3, a like view of the hook detached; and Fig. 4, a like view of the latch, also detached.

Reference being had to the drawings and the letters thereon, A indicates the body of the coupling, provided with slot *a* for the reception of the usual draft-pin and a shoulder *b*, which engages the timber of a car-frame; B, the head of the coupling, which is provided with lugs *c c*, to which the hook or knuckle C is pivotally secured to swing laterally therein, a recess *d* to receive the tongue *e* of the hook, a horn *f*, and a shunting-seat *g*, inclined toward the horn to facilitate coupling while cars are standing on or rounding a curve in a road-bed.

The hook C is provided with a laterally-reduced member *h*, which engages the lugs *c c* and is secured in position by a pin *i*, which passes through the lugs and the hook and has a recess *k* in the rear side of the tongue, forming a transverse shoulder *l*, which takes part of the strain of the draft in pulling and part of the shunting effect in pushing

a car or a train of cars. Part of the shunting effect is also taken up by the faces *m* and *n* on the tongue *e* and the corresponding faces *o p* in the recess *d*.

The head B is provided with a side D, which is approximately parallel with the line of draft and may therefore be called "straight" in contradistinction to the curved or rounded heads in common use, and in this side of the head a pocket *q* is formed, having shunting shoulders or seats *r r* and *s*, the latter being at the rear end of the pocket, and in this pocket a laterally-swinging latch provided with lateral extensions *r' r'*, which engage the seats *r r* at the rear ends of the extensions, is pivotally secured by a pin *t*, and the flat part *u* of the latch in front of the pin *t* is held in engagement with the flat rear side *v*, and the end *w* of the latch is held in engagement with the shoulder *l* of the hook C by a spring *x* in said pocket *q* under the rear end *y* of the latch, and the end *z* of the latch engages the seat *s* of the pocket as a further or additional draft and shunting resisting medium.

The latch E is drawn out of the pocket at its front end to release the hook C for uncoupling by any suitable means, such as an eyebolt *z'*, to which a rod or chain (not shown) may be attached.

The coupling is designed on such lines as to couple with the prevailing type of couplings and to work in conjunction therewith without undue strain on either.

Having thus fully described my invention, what I claim is—

1. A car-coupling having a head provided with a side approximately parallel with the line of draft, a pocket in said side having shunting-shoulders in the sides of the pocket, and a laterally-swinging hook having a transverse shoulder, in combination with a laterally-swinging latch lying within and pivoted in said pocket with its front end normally engaging the shoulder on the hook, and having lateral extensions engaging said shunting-shoulders.

2. A car-coupling having a pocket in the side of the head provided with shunting-shoulders in the sides and at the rear end of the

pocket, and a laterally-swinging hook having a transverse shoulder; in combination with a laterally-swinging latch having lateral and rearward extensions, lying within and piv-
5 oted in said pocket with its front end normally engaging the shoulders on the hook, its lateral extensions engaging the shunting-shoulders in the sides of the pocket, and its

rear end engaging the rear wall of said pocket, and an inclosed spring engaging the latch. 10

In testimony whereof I affix my signature in presence of two witnesses.

DAVID L. BOCK.

Witnesses:

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