

No. 837,531.

PATENTED DEC. 4, 1906.

J. C. YEISER.
CAR COUPLING.
APPLICATION FILED DEC. 18, 1905.

Fig. 1.

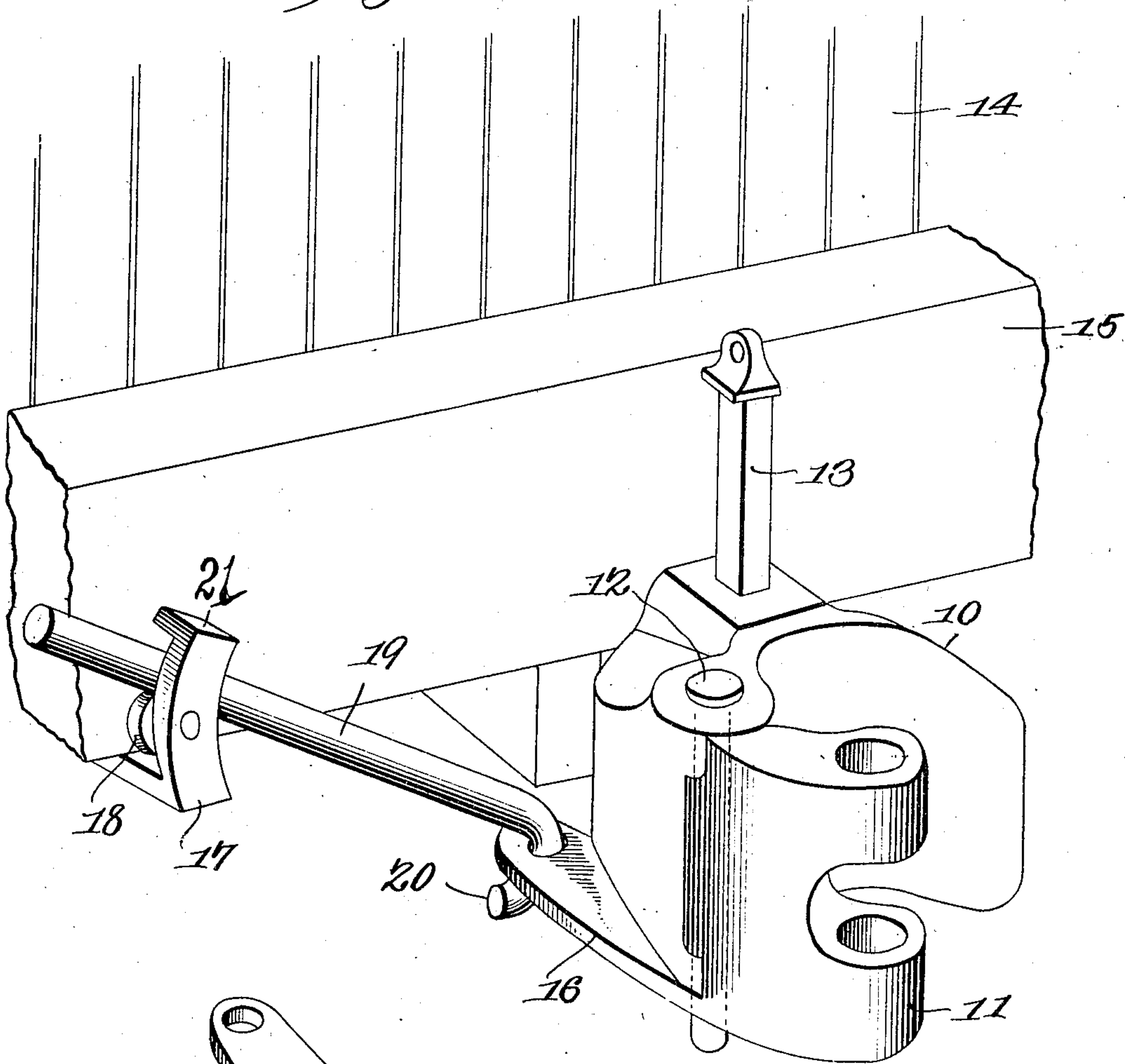
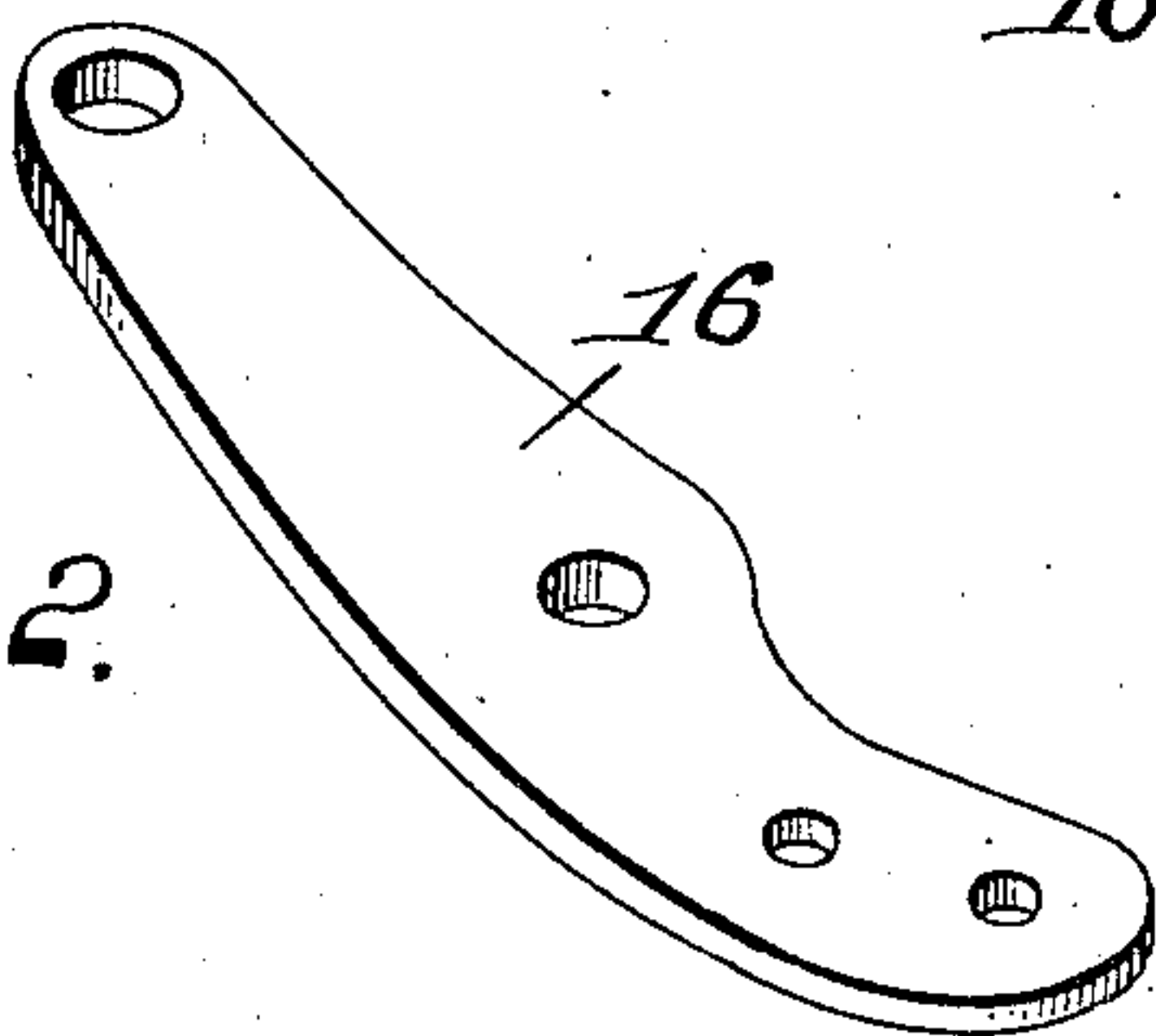


Fig. 2.



WITNESSES:

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JOHN CLARKE YEISER, OF AUSTIN, TEXAS, ASSIGNOR OF ONE-HALF TO
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CAR-COUPLING.

No. 837,531.

Specification of Letters Patent.

Patented Dec. 4, 1906.

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To all whom it may concern:

Be it known that I, JOHN CLARKE YEISER, a citizen of the United States residing at Austin, in the county of Travis and State of Texas, have invented a new and useful Car-Coupler, of which the following is a specification.

This invention relates to improvements in car-couplings, and has for its object to provide a simply-constructed and easily-applied attachment whereby the knuckle is maintained yieldably in open position when the locking means is withdrawn.

With these and other objects in view, which will appear as the nature of the invention is better understood, the invention consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of the embodiment of the invention capable of carrying the same into practical operation, it being understood that various changes in the form, proportions, and minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention within the scope of the appended claims.

In the drawings, Figure 1 is a perspective view of the improved device applied. Fig. 2 is a perspective view of a modified form of the operating-arm detached.

The improved device may be readily applied to any of the various forms of car-couplers including a coupler-head, swinging knuckle, and locking means and known generally as the "Janney" type or the "Master Car-Builders'" design; and for the purpose of illustration a conventional coupler of this class is shown, and in which the coupler-head 10, knuckle 11, knuckle-pin 12, and locking-pin 13 are shown in position upon a car, a portion of the car-body being shown at 14 and a portion of one of the buffer-beams at 15.

The improved attachment consists of an arm 16, connected to the knuckle 11, preferably at the lower end, and swinging therewith. The arm may be integral with the knuckle, as shown in Fig. 1, or as a separate member, as shown in Fig. 2, and bolted, riveted, or otherwise rigidly secured to the knuckle, as may be preferred.

Attached to the car at some convenient

point, preferably to the adjacent buffer-beam 15, is a hanger 17, carrying roller or sheave 18, upon which a relatively heavy bar 19 bears, the lower end of the bar being movably connected, as by a hook 20, to the free end of the arm 16. The bar is disposed at an angle to the horizontal plane of the arm 16, preferably at about forty-five degrees, so that its weight operates to maintain the arm 16 in its inward position and the knuckle open when the pin 13 is withdrawn. The bar 19 runs freely over the roller 18 and is thus certain in its action when the knuckle is released. The bracket 17 is formed with a stop-lug 21 to prevent accidental displacement of the bar. By this simple means the knuckle 11 is in open position and ready to be automatically closed when two of the couplers are brought together, as will be obvious, and no necessity exists for the brakeman to go between the cars to prepare the couplers for action. The coupling action is thus automatic at all times.

Having thus described the invention, what is claimed is—

1. The combination with a car-body of a coupler supported upon said body and including a coupler-head having a knuckle swinging therefrom and a locking means for detachably supporting said knuckle in closed position, of an arm extending from said knuckle, a rest extending from said body above said arm and spaced therefrom, and a weighted bar movably connected at one end to said arm and extending at an angle therefrom and movably bearing over said rest and operating to maintain said knuckle yieldably in open position when the locking means is withdrawn.

2. The combination with a car-coupler including a coupler-head having a knuckle swinging therefrom and a locking means for detachably supporting said knuckle in closed position, of an arm extending from said knuckle, a guide-roller supported contiguous to said coupler, and a weighted bar bearing over said roller and connected movably to the free end of said arm.

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

JOHN CLARKE YEISER.

Witnesses:

GARDNER RUGGLES,
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