

929,879.

N. F. RESSEGUIE.
CAR COUPLING.
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Patented Aug. 3, 1909.

Fig. 1.

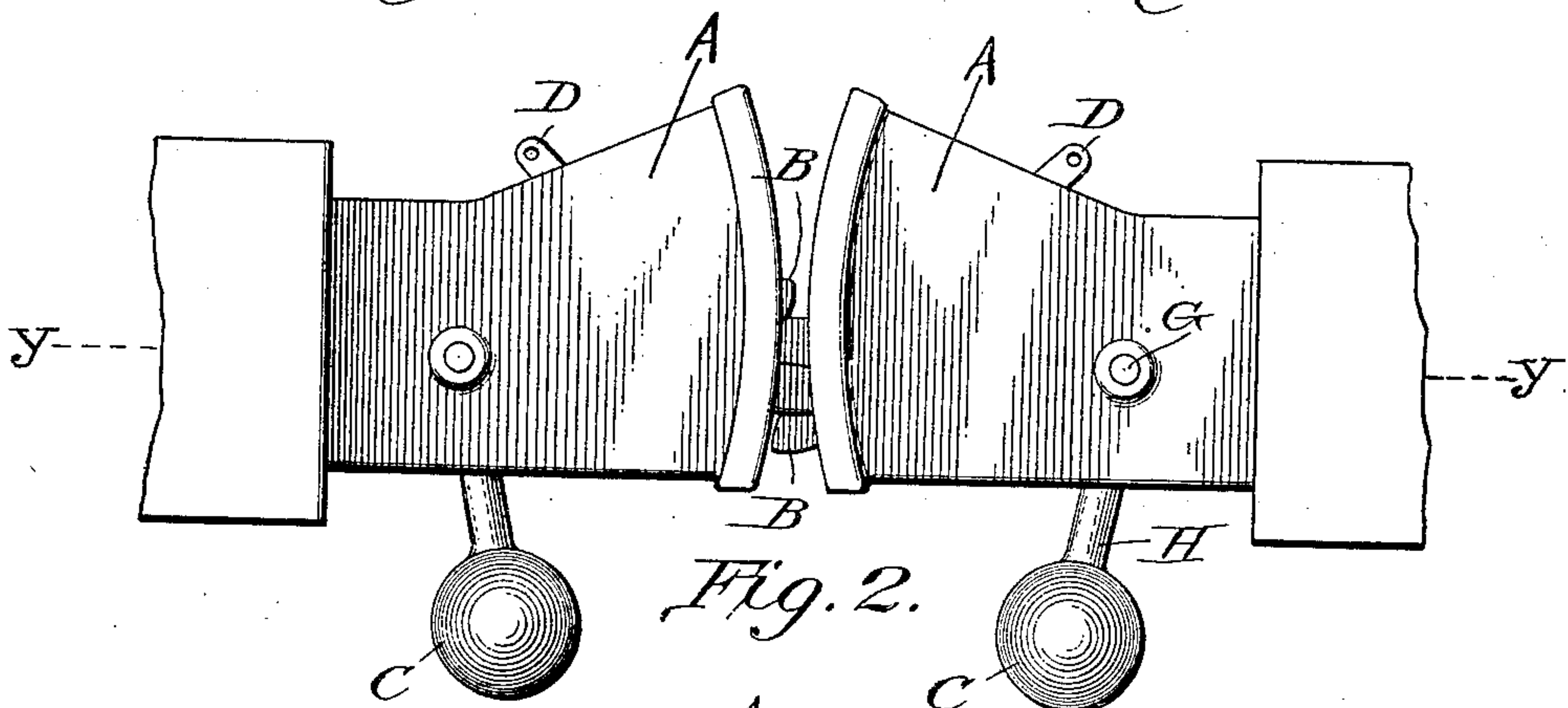
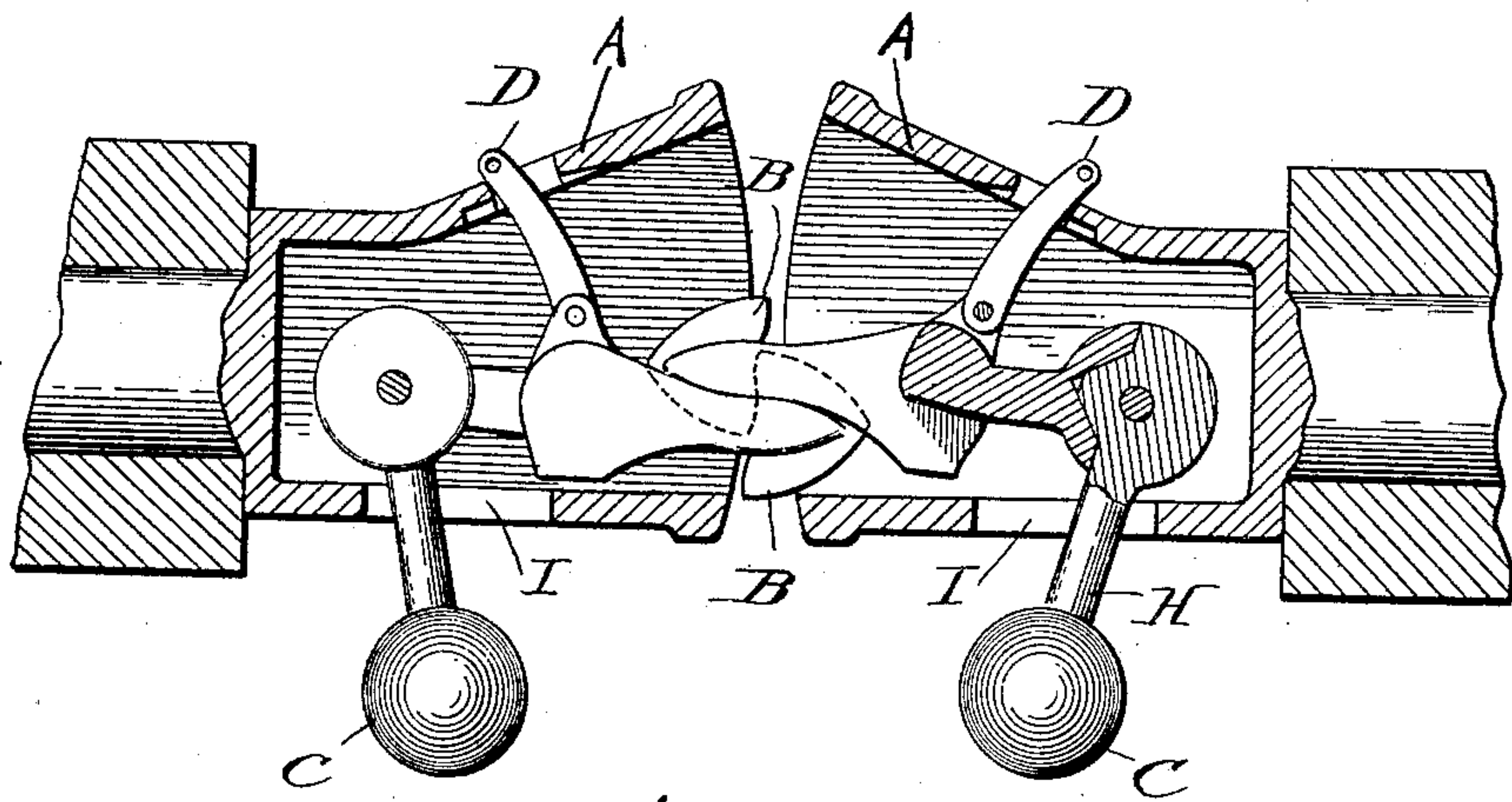


Fig. 2.

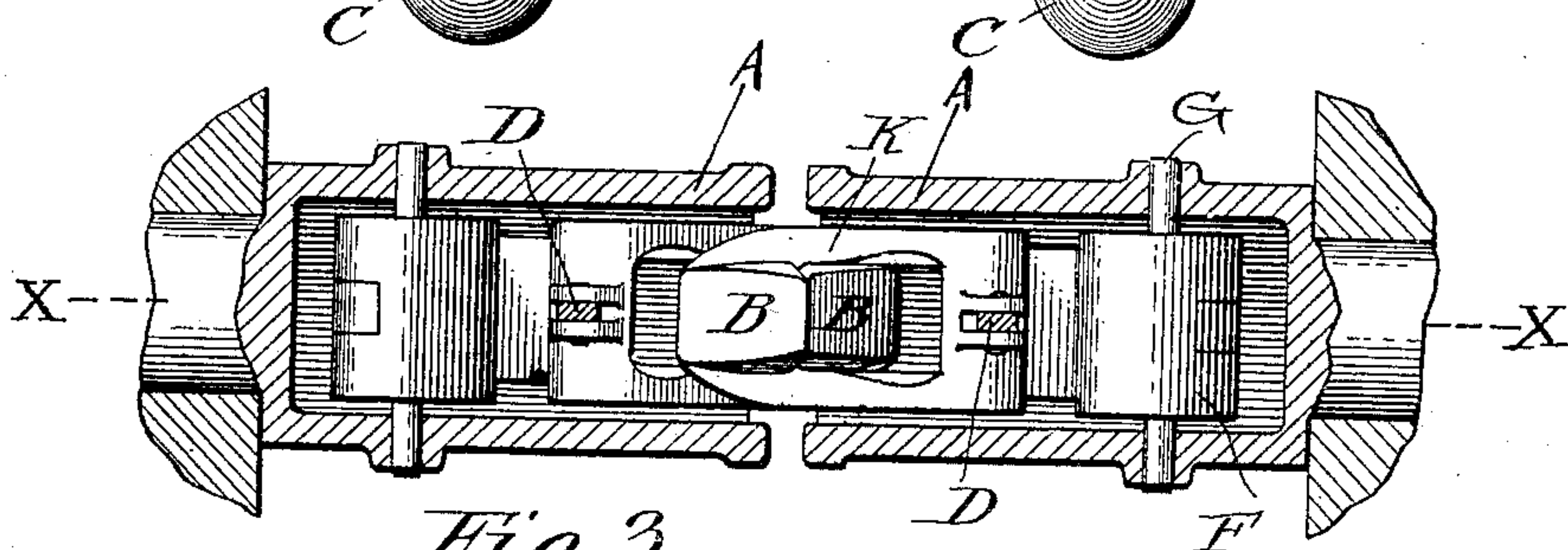


Fig. 3.

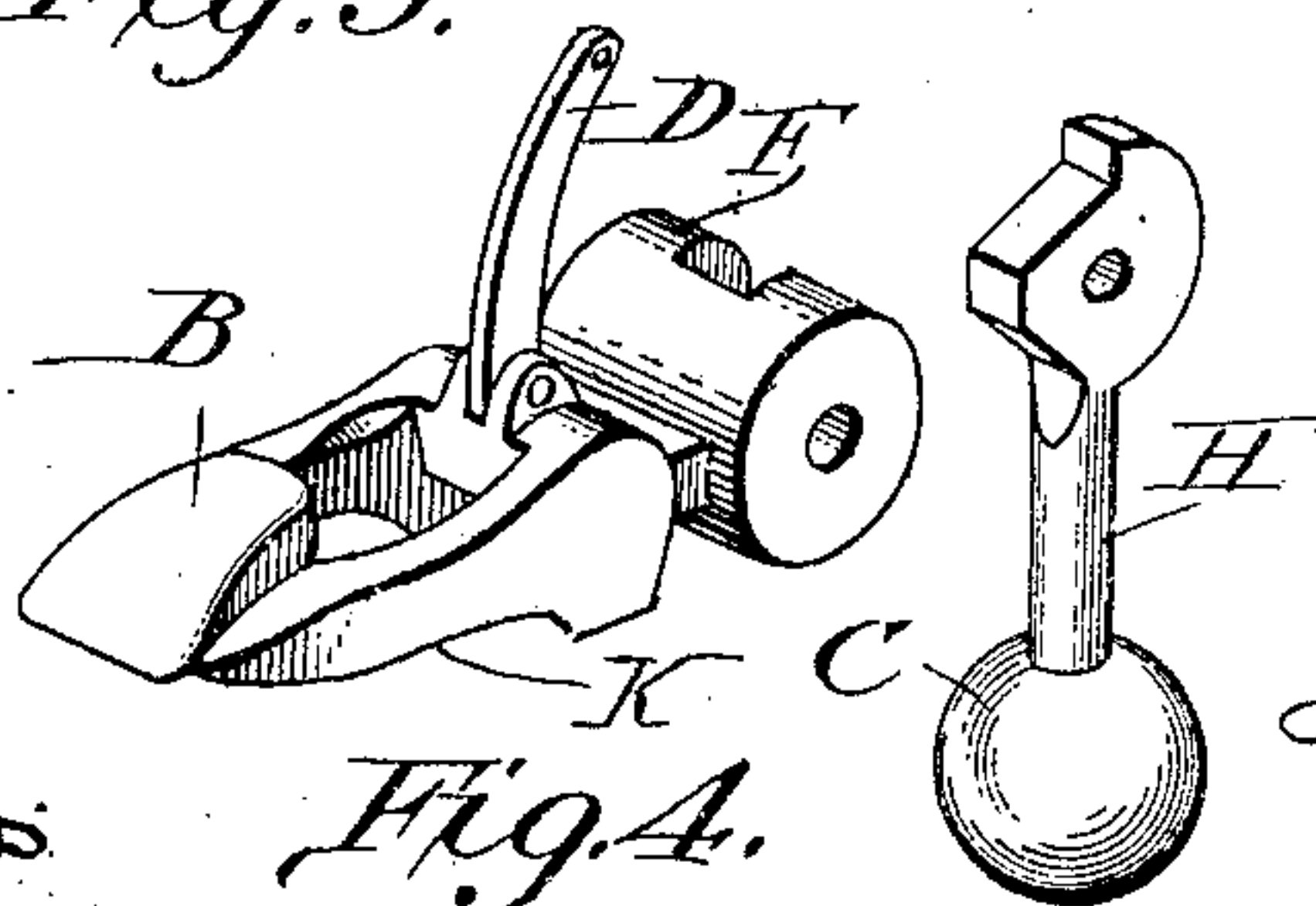


Fig. 4.

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CAR-COUPLING.

No. 929,879.

Specification of Letters Patent.

Patented Aug. 3, 1909.

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To all whom it may concern:

Be it known that I, NEWELL F. RESSEGUIE, a citizen of the United States, and resident of Frederick, in the county of Brown and State of South Dakota, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification.

My invention relates to improvements in car couplers and consists of the features of construction and combination hereinafter particularly described and claimed.

In the accompanying drawings forming part of this specification, Figure 1 is a vertical section of a pair of cooperating drawheads taken on line $x-x$ of Fig. 3, showing the locked couplers partly in side elevation and partly in section, Fig. 2 is a side view of the drawheads, Fig. 3 is a horizontal section of the drawheads on line $y-y$ of Fig. 2, showing the locked couplers in plan, and Fig. 4 is a perspective view of one coupler alone, with the ball and arm separated from the rest of the coupler.

In the drawings A—A represents the drawheads of two cars (not shown) to be coupled together.

Each coupler comprises a grappler pivotally supported at its hub end F within the drawhead by means of a horizontal pin G. Also supported upon each pin G is a lever H shaped to interlock with the adjacent end of the grappler and carrying upon its lower end a weight C. Each lever H extends through a slot I in the bottom of the drawhead. Each grappler carries at its free end a cam B supported between the arms K. The cams B are heart-shaped as shown in drawings permitting them to slide past each other when the drawheads come together and to

drop into the openings between the arms K. It will be evident that the grapplers will interlock from either side *i. e.* one grappler can pass either over or under the other grappler and interlock. Thus variations in the height of the drawheads is compensated for.

D represents a rod extending upwardly from each grappler through the top of the drawhead, whereby the grappler may be raised by hand.

In operation with the coupler members connected as shown in Fig. 1 it will be evident that the right hand weight will hold the attached grappler in interlocking engagement with the other grappler and that the bottom of the drawheads serve as a stop to limit the downward movement of the left hand grappler. In other words the weight of whichever grappler is above will hold the grapplers interlocked.

The simplicity and advantage of the construction shown will be apparent.

I claim—

In a car coupler, the combination with a drawhead, of a grappler pivotally mounted therein and provided adjacent its forward end with an opening to receive the grappler of an opposing coupler, a cam arranged at the forward end of the grappler in advance of said opening and projecting at both the top and bottom of the grappler, and a depending counterbalance arranged in said drawhead and projecting through the bottom of the latter, said counterbalance having an interfitting engagement with said grappler.

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