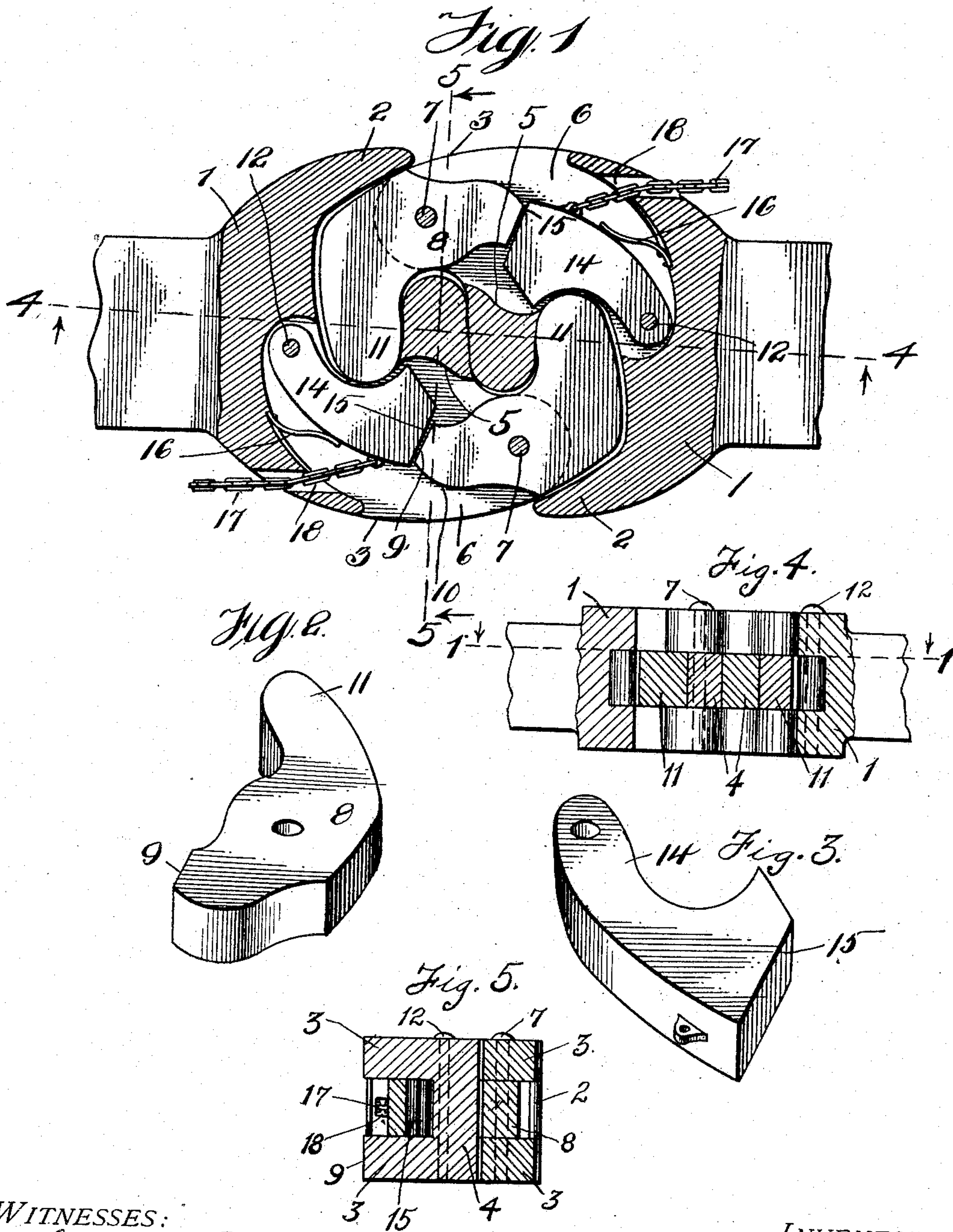


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CAR COUPLING.  
APPLICATION FILED APR. 10, 1907.

947,161.

Patented Jan. 18, 1910.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## CAR-COUPLING.

947,161.

Specification of Letters Patent.

Patented Jan. 18, 1910.

Application filed April 10, 1907. Serial No. 367,351.

*To all whom it may concern:*

Be it known that I, CHARLES ROSENZWEIG, a citizen of the United States of America, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Couplers, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to car couplers, and the invention has for its object to provide a novel coupler wherein positive and reliable means are employed for connecting two cars together, said means being easily and quickly operated to release the coupled cars.

Another object of this invention is to provide a novel car coupler which will be strong and durable, comparatively inexpensive to manufacture, composed of comparatively few parts, and highly efficient for the purpose for which it is used.

With the above and other objects in view, which will more readily appear as the invention is better understood, the same consists in the novel construction, combination and arrangement of parts to be hereinafter more fully described and then specifically pointed out in the appended claim, and referring to the drawing forming part of this specification, like numerals of reference designate corresponding parts throughout the several views, in which:—

Figure 1 is a horizontal sectional view of two coupler heads constructed in accordance with my invention, taken on line 1—1 of Fig. 4 illustrating the heads connected together, Fig. 2 is a perspective view of a coupling knuckle Fig. 3 is a similar view of a locking member, Fig. 4 is a longitudinal sectional view on line 4—4 of Fig. 1 but upon a reduced scale, and Fig. 5 is a transverse section on line 5—5 of Fig. 1 upon a reduced scale.

To put my invention into practice, I construct a coupler head of strong and durable metal, and provide the same with a jaw 2 and with forwardly extending arms 3 having extensions 4, said extensions being shouldered, as at 5; the arms 3 providing a horizontal slot 6 and in said slot is pivotally mounted, as at 7, a knuckle 8, said knuckle having a face 9, inclined to the longitudinal axis of the coupler and a curved edge 10 and a tongue 11.

Pivotally mounted, as at 12 in the head 1 is a locking member 14, said member having a similarly inclined edge 15. The member is normally held in a fixed position by a spring 16 secured to the head 1, and connecting with said member is a chain or cable 17, which passes through an opening 18 formed in the head of the coupler and is connected to a conventional form of uncoupling mechanism, such as commonly used in connection with railway cars.

The large end of the locking member 14 is adapted to strike against the shoulder 5 of the extension 4 and limit its inward movement, the member when in this position preventing the knuckle 8 from swinging open. To release the knuckle 8, the locking member 14 is pulled outwardly until it clears the inclined face 9 of the knuckle, and when the adjoining head is pulled outwardly the knuckle will swing until the extension 4 of the adjoining head clears the tongue 11 of the knuckle. Immediately upon the knuckle assuming this position, the locking member assumes its normal position, upon the releasing of the locking member.

In coupling two heads together, the jaw 2 strikes the tongue of the knuckle of the adjoining coupler, and forces the same inwardly, the curved edge of the knuckle forcing the locking member 14 outwardly and then releasing said member and allowing it to assume its normal position, locking the knuckle 8 of one jaw with relation to the locking knuckle of the adjoining jaw. The opening of the knuckle 8 is limited by the shoulder 5 of the extension 4, the knuckle in this position being clear of the inward movement of the locking member 14. It will thus be observed that the knuckles take a positive grip upon the extensions 4 and cannot be forced open until the locking members are swung outwardly. The inclined edges and faces of the knuckles and locking members permit of two coupler heads being automatically locked together.

My invention resides in the novel construction, of the coupler heads, together with the knuckles and locking members used in connection with the same, therefore, I do not care to confine myself to the mechanism employed for releasing the locking members.

It is obvious that such changes in the size, proportion and minor details of construc-



tion, as are permissible by the appended claim, may be resorted to without departing from the spirit and scope of the invention.

What I claim and desire to secure by Letters Patent, is:—

5 A coupler comprising a head having a jaw at one side and an arm at the other side thereof, a knuckle pivotally mounted on said arm and provided with a tongue, said  
10 knuckle having a face and a curved edge, said face being inclined to the longitudinal axis of the coupler, a locking member having an enlarged free end and pivoted at its  
15 smaller end in the head, said locking member having its free end inclined and further having one side substantially segment shaped in contour and its other side curved

to provide a pocket to receive the tongue of a cooperating knuckle, a laterally extending apertured lug projecting from one side of said member at the free end thereof, a spring having one end fixedly secured within the head and engaging that side of the locking member provided with the apertured lug, said spring retaining said locking member in its operative position, and a chain connected to said lug and extending longitudinally through said head. 20 25

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

CHARLES ROSENZWEIG.

Witnesses:

MAX H. SROLOVITZ,

K. H. BUTLER.