

J. E. BLOM.
 THRESHING MACHINE AND VEHICLE COUPLING.
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967,713.

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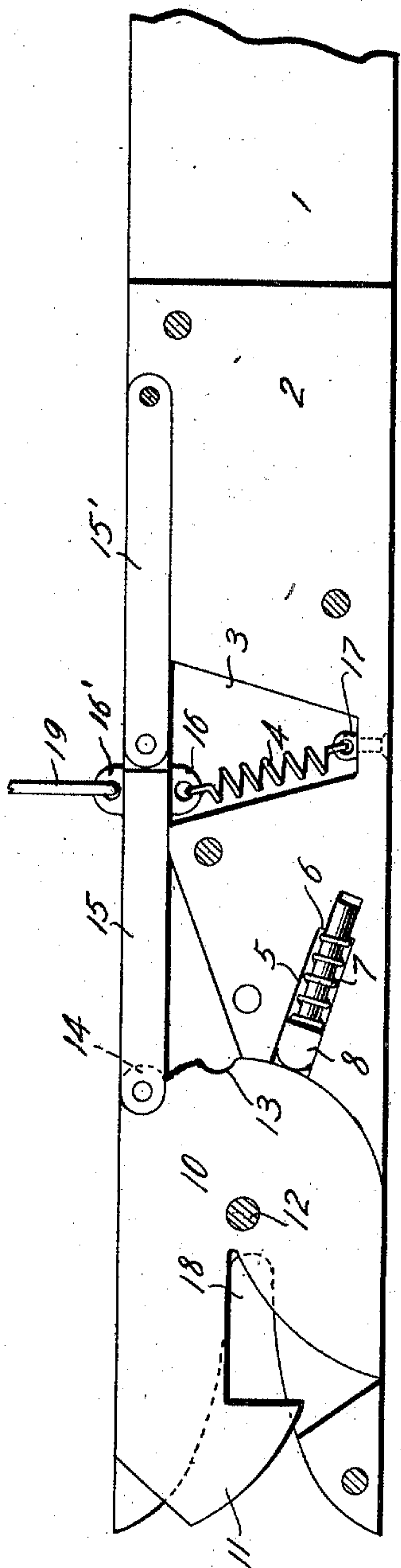


Fig. 1

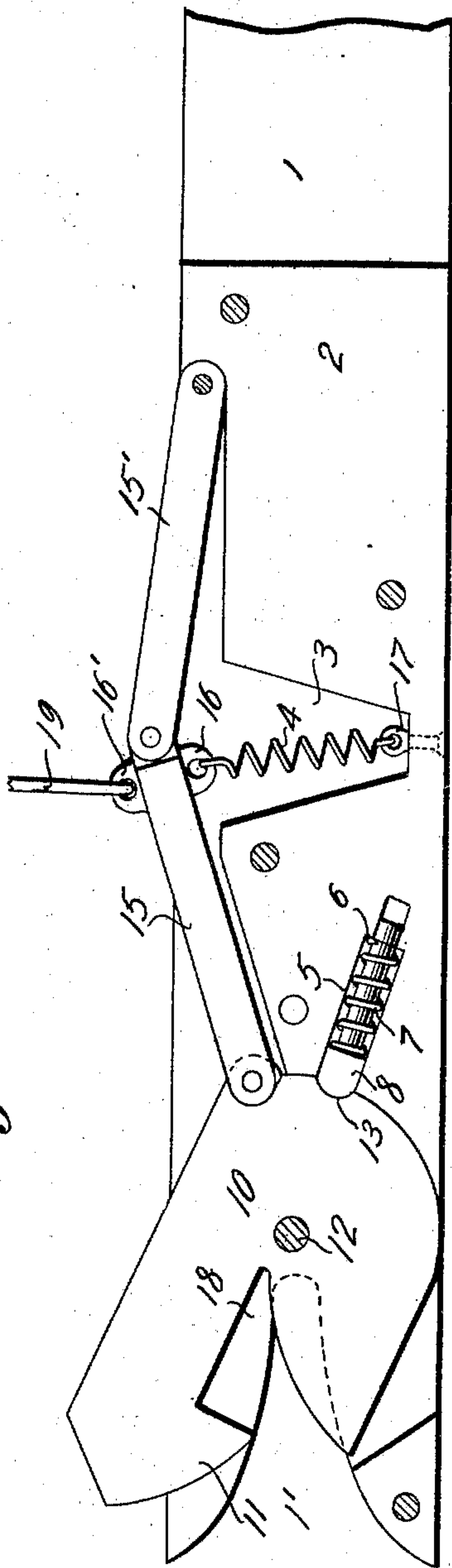


Fig. 2

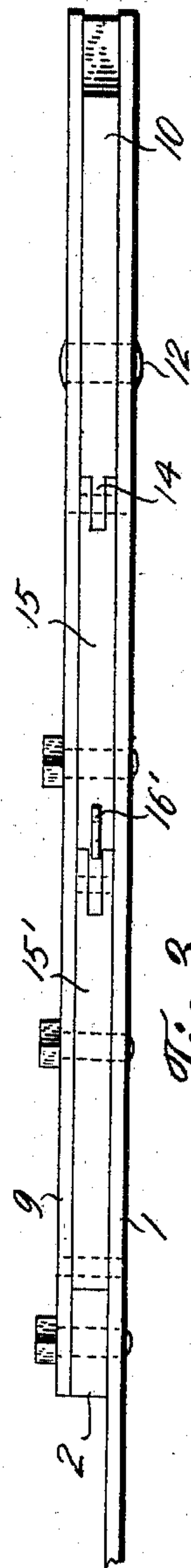


Fig. 3

Witnesses

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THRESHING-MACHINE AND VEHICLE COUPLING.

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To all whom it may concern:

Be it known that I, JOHN EDWARD BLOM, a citizen of the United States, residing at Freedhem, in the county of Morrison and State of Minnesota, have invented certain new and useful Improvements in Threshing-Machine and Vehicle Couplers, of which the following is a specification.

This invention relates to automatic car couplers and primarily to that class adapted for use on threshing machines and like vehicles.

An object of the present invention is to provide a simple and durable means for holding the coupling hook in a locked position.

With the above and other objects in view reference is to be had to the following description, claims and drawings in which—

Figure 1 is a plan view, with the top plate removed, disclosing the present invention in a locked position; Fig. 2 is a similar view illustrating the same in an unlocked position; Fig. 3 is a side elevation.

Referring to the drawings more particularly 1 represents a base plate the same being provided at its forward extremity with a V-shaped slot 1'. A spacing plate 2 extends from one edge partially the width of the base plate one extremity, however, extending the entire width. This spacing plate is recessed centrally at 3, for the reception of a coiled spring 4, hereafter more fully described. The forward extremity of said plate is recessed at 5 for the reception of a locking catch comprising a headed pin 8 and a coiled spring 7. The inner portion of the recess 5 is of smaller cross section than the outer portion, forming a shoulder 6 for one end of the coiled spring 7 to bear upon, the other end of said spring bearing against the head of pin 8. The top plate, 9, is constructed similarly to plate 1, being provided with a V-shaped slot coinciding with slot 1' in the base plate, said top plate forming a clamping or securing means for the working parts of the coupler. The coupling hook 10, is provided with a peculiarly shaped slot 18 for coupling purposes, said slot being V-shaped, one arm thereof having a projection, 11, partially closing the same thereby creating an engaging member. The said coupling hook, which is pivoted below the base of the slot at 12, is recessed on its curved rear portion at 13 for the engagement of the pin 8. Said pin when engaging said

recess holds coupling hook in an open or unlocked position.

Pivotally connected to the ear 14, projecting from the lower edge of the coupling hook 10 is a means for operating the said hook, 10, comprising two levers 15 and 15' said levers forming a toggle lever, lever 15' being pivoted to plates 1 and 9. The lever, 15, is provided with oppositely extending ears, 16 and 16', the said ears being perforated. To the ear 16, is fastened the coiled spring, 4, the said coiled spring being seated in recess 3, and fastened to an eye rivet, 17, said rivet extending through the base of the said recess. To the outwardly extending ear, 16' is secured any suitable means, as a rod, 19, for operating the coupler. In opening the coupler a pull is given the rod, 19, thus breaking the joint intermediate the levers, 15 and 15', the said breaking giving the coupling hook, 10, a tendency to turn on pivot 12, until the pin, 8, engages the recess 13, which engagement holds said coupling hook in its open position ready to couple the vehicle.

When the coupler of the car to be coupled strikes the inclined face of the slot, 18, a reversed motion is given the coupling hook bringing the parts into the position as shown in Fig. 1, the projection, 11, locking or coupling the cars together.

What is claimed as new is:

1. In a coupler, the combination with a body, of a coupling hook pivoted thereto, a toggle lever adapted to operate said hook, and means for holding said hook in an unlocked position.

2. In a coupler, the combination with a body, of a coupling hook pivoted thereto, a toggle lever for operating the same the said hook being recessed at its inner terminal and means for engaging said recess for holding said hook in an unlocked position.

3. In a coupler, the combination with a body, of a coupling hook pivoted thereto, a toggle lever connected with the hook, one lever of said toggle being pivotally secured to the body, and means whereby said toggle lever is held in an operative position.

4. In a coupler, the combination with a body composed of plates, of a coupling hook pivoted therebetween, a toggle lever, a spacing plate between the body plates, said spacing plate being recessed, and spring means seated in said recess for retaining the said toggle lever in an operative position.

5. In a coupler, the combination with a body composed of plates, of a coupling hook pivoted thereto, a toggle lever adapted to operate the said hook, a spacing plate between the body plates recessed centrally and also at its forward extremity, spring means seated in the said central recess for retaining the toggle lever in its operative position, and means seated in the said forward

extremity adapted to hold the said hook in an unlocked position.

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

JOHN EDWARD BLOM.

Witnesses:

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