E. W. HARTOUGH.

RELEASING DEVICE FOR CAR COUPLINGS.

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1,167,065.

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Fig. 1.

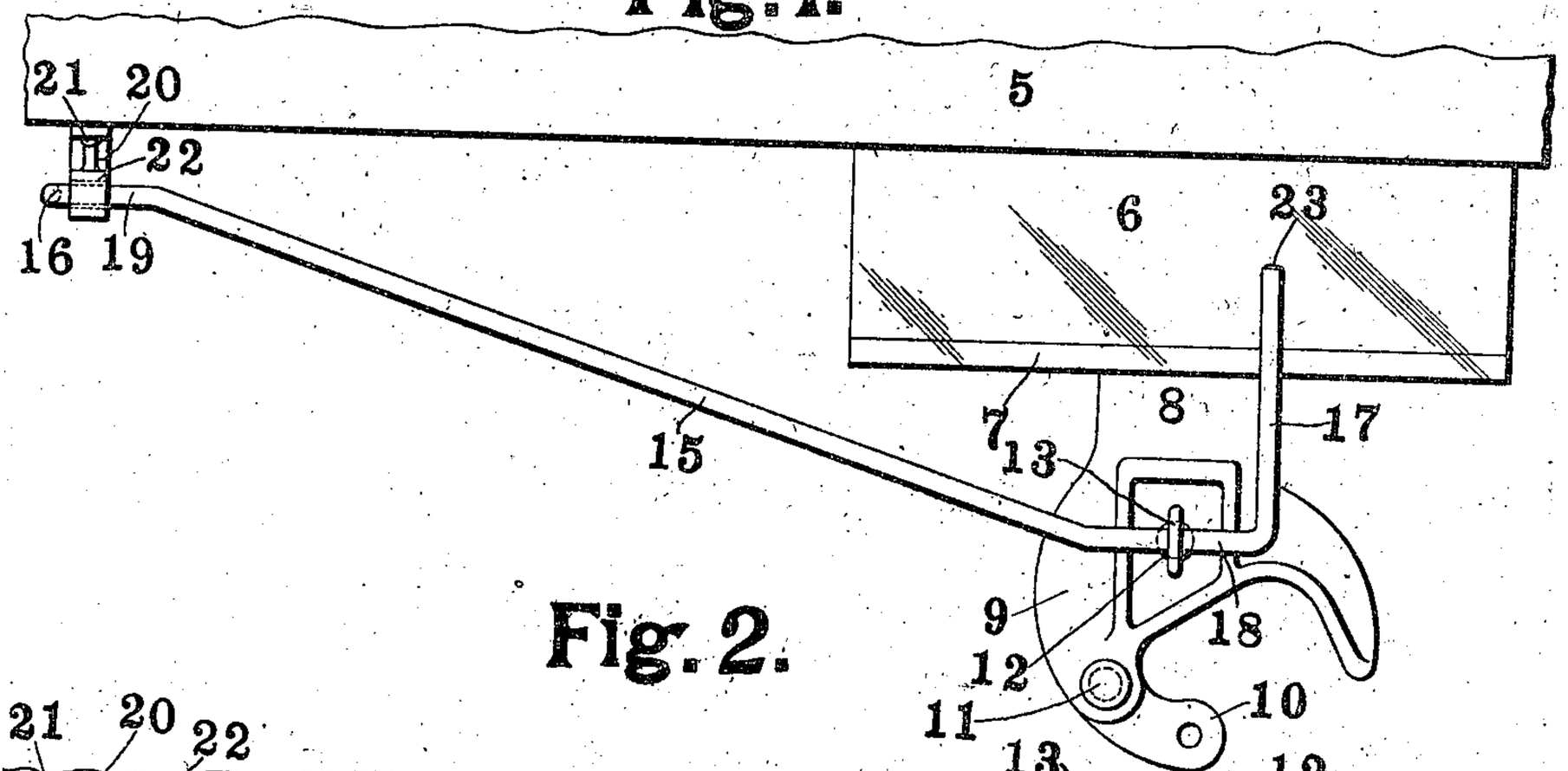

Fig. 2.

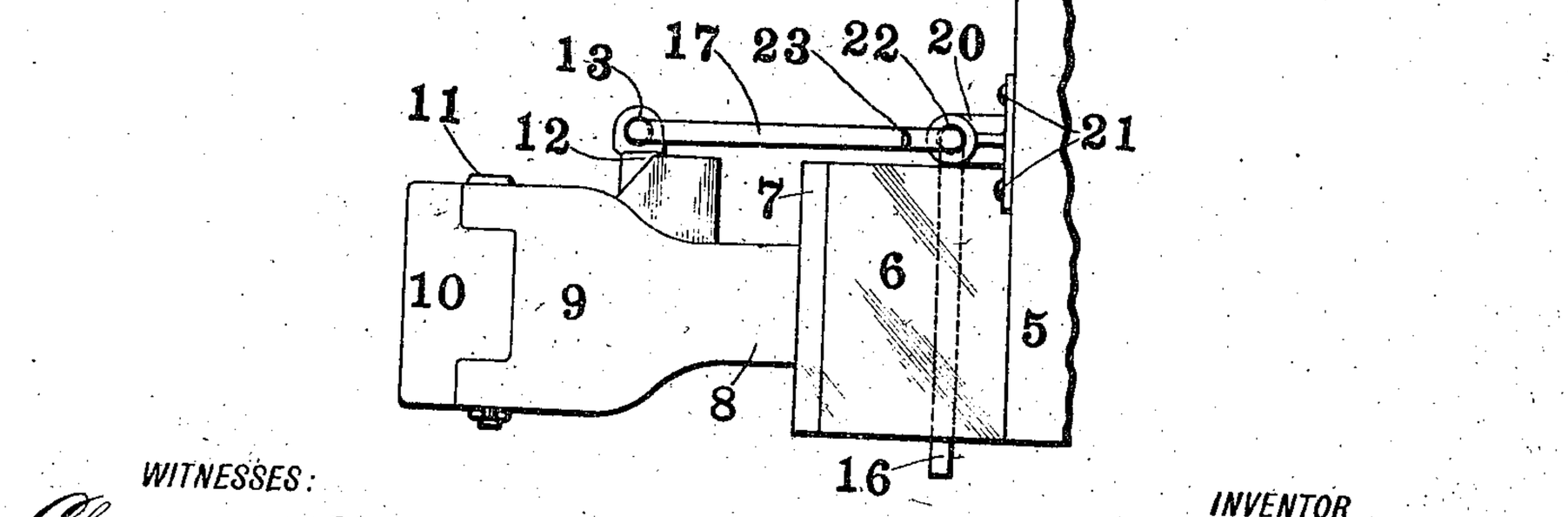

Fig. 3.

WITNESSES:

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RELEASING DEVICE FOR CAR-COUPLINGS.

1,167,065. Specification of Letters Patent. Patented Jan. 4, 1916.

Application filed January 16, 1915. Serial No. 2,510.

To all whom it may concern:

Be it known that I, EDWARD W. HARTOUGH, a citizen of the United States of America, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Releasing Device for Car-Couplings, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a releasing device for car couplers and has for its object the production of a releasing device which will be as simple as possible in construction and which shall be durable and effective in operation.

A further object of my invention is to provide a releasing device which will allow of the necessary movement between the coupler head and the body of the car and which, at the same time, will secure a substantially vertical pull upon the releasing pin so as to reduce friction to a minimum and thus secure the easy operation of the device.

In the accompanying drawings, which illustrate one form of releasing device made in accordance with my invention, together with so much of a railway car as is necessary to illustrate the manner of applying the device thereto, Figure 1 is a top plan view; Fig. 2 is a front elevation; and Fig. 3 is a side view.

Like marks of reference refer to similar parts in the several views of the drawings.

5 represents the body of the car and 6 the striking block carried thereby. The striking block 6 is preferably provided with a metal face plate 7 in the usual manner. Projecting through the striking block 6 and the face plate 7 is a draw bar 8 provided with a coupler head 9.

10 is a knuckle pivoted at 11 to the coupler head 9 and controlled by a locking pin 12 having an eye 13 which engages with the releasing device which will be hereinafter described.

All of the above parts may be of any usual or well-known construction.

The releasing device consists of a rod 15 having a bent portion 16 at the outer end forming a handle and a bent portion 17 at the inner end forming a fulcrum for lifting the locking pin 12. The body 15 of the rod is provided adjacent to the inner end 17 with a portion 18 bent slightly out of line with the body 15 so as to be parallel with the end of the car in the normal position of the parts. This portion 18 passes through the eye 13 of the pin 12. The body 15 is also provided adjacent to the handle 16 with a portion 19 bent slightly out of line with the part 15 so as to be parallel with the part 18. This part 18 engages with a bracket 20 secured to the car by means of bolts or rivets 21. The opening 22 in the bracket 20 through which the part 19 passes is of slightly greater diameter than the part 19 so as to allow the rod 15 to have a rocking movement in a horizontal plane in order to allow for the necessary movement between the coupler head 9 and the body 5 of the car. The inner end 17 forms a fulcrum for lifting the pin 12 and its tip or point 23 is preferably rounded as shown in Fig. 3. As best shown in Fig. 3, the rearwardly projecting inner end 17 of the lifter is normally out of contact with the upper face of the striking block 6 so that there is no friction between the parts when the coupler head is moved relatively to the body of the car. When, however, it is desired to release the lock or pin 12, the handle 16 is moved upwardly, thus causing the point 23 of the arm 17 to come into contact with the upper surface of the block 6, thus forming a fulcrum point for raising the pin 12. As the pin is raised, the end 17, being entirely unconnected with the block 6, is free to move forward on the upper face of the block so that the pin is raised in a vertical direction without any side pull and thus friction is avoided and easy operation of the device secured.

In some types of couplers, the locking pin is replaced by a dog or similar part and then the coupler may be connected to the lifting device by a chain or similar connection. I wish, therefore, to be understood, when referring to a locking pin in the specification and claims, to include any member performing the same function.

Having fully described my invention, what I claim as new and desire to secure by Letters-Patent of the United States is:

1. A releasing device for car couplers, comprising a bearing adjacent to the side of the car, a bearing independent of the coupler head, a rod extending directly from said first named bearing to the locking pins of the coupler and unsupported between

said points, and an arm extending to said second bearing from a portion of the rod beyond said pin.

2. A releasing device for car couplers, comprising a rod bent at one end to form a handle and at the other to form a fulcrum arm, said rod engaging with the releasing pin at a point between said handle and arm and having bearings independent of the coupler head.

3. The combination with coupler releasing mechanism, of an actuating device therefor, said device comprising a rod having a bent portion to which the coupler releasing mechanism is connected, and a support for the rod on each side of said bent portion, both of said supports being independent of the coupler head, said rod being free to move transversely with relation to one of said supports.

In testimony whereof, I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

EDWARD W. HARTOUGH. [L. S.]

Witnesses:
W. A. ALEXANDER,
G. M. SHORE.