

F. A. CASEY.

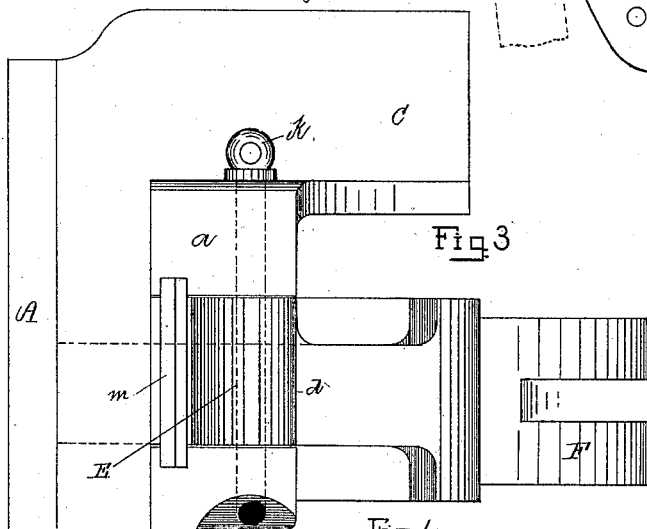
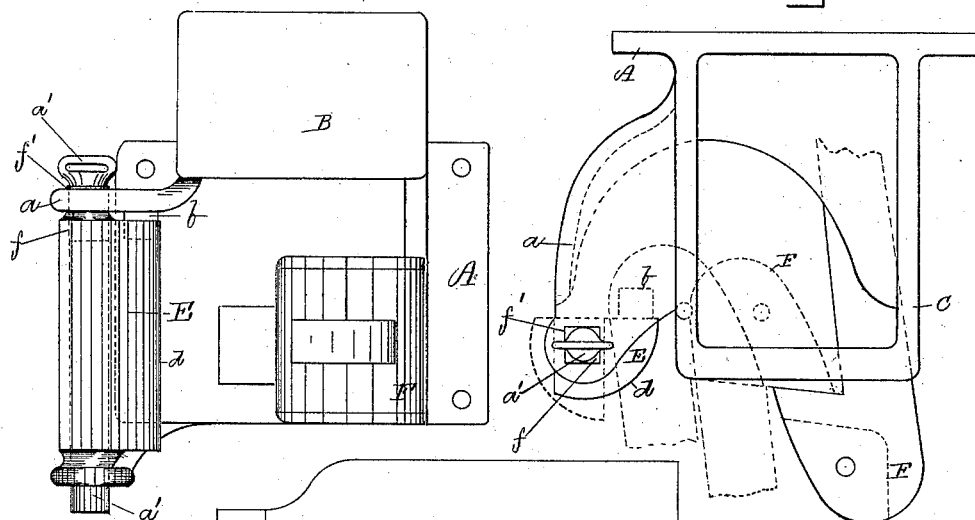
CAR COUPLING.

No. 344,815.

Patented July 6, 1886.

Fig. 1

Fig. 2.



Witnesses.

Robert Wallace,  
N. H. Thompson.

Inventor

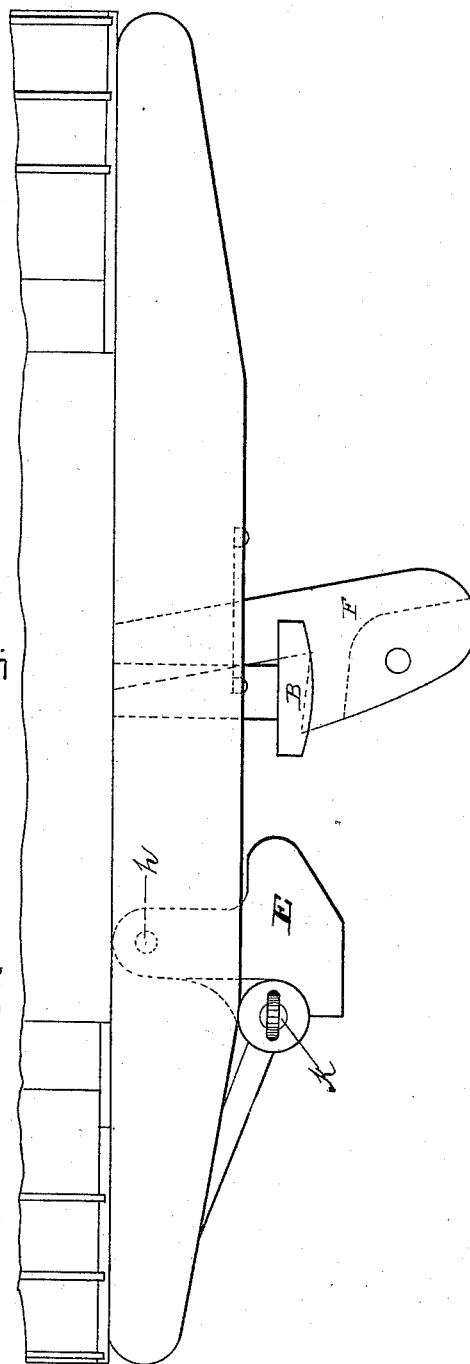
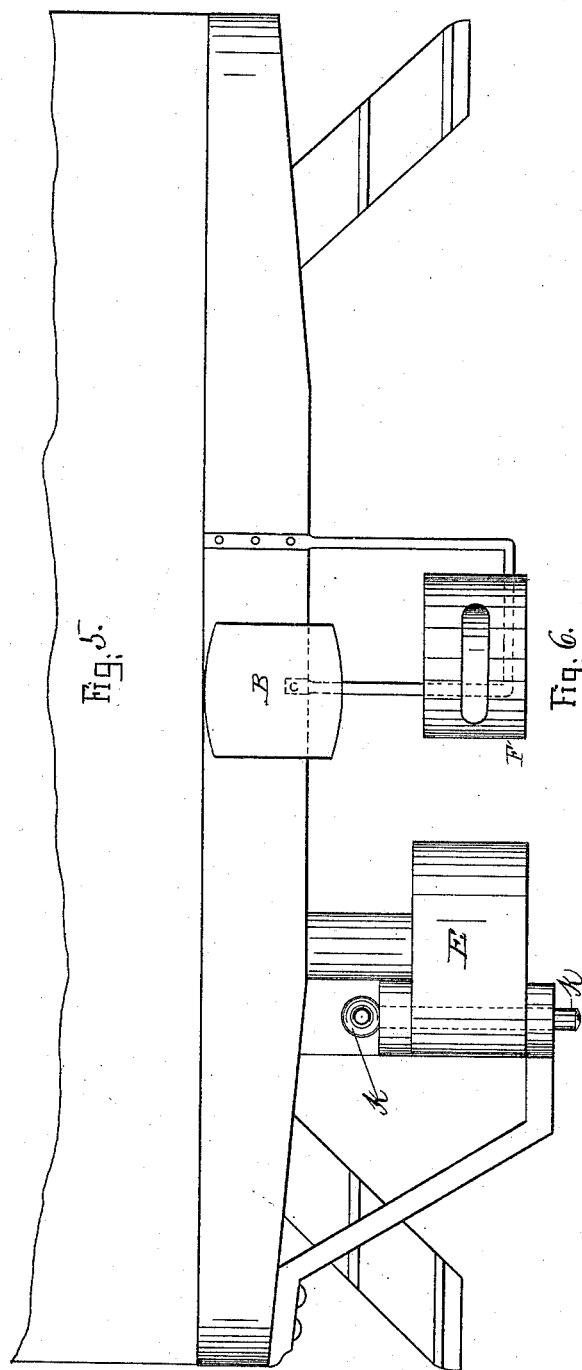
Frederick A. Casey  
by W. A. Macdonald  
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# UNITED STATES PATENT OFFICE.

FREDERICK A. CASEY, OF BOSTON, MASSACHUSETTS.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 344,815, dated July 6, 1886.

Application filed April 8, 1886. Serial No. 198,195. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERICK A. CASEY, of Boston, county of Suffolk, State of Massachusetts, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification, taken in connection with the drawings accompanying and forming a part hereof, in which—

Figure 1 is a front elevation. Fig. 2 is a plan view. Fig. 3 is a side elevation of a modified form. Fig. 4 is a plan view of Fig. 3. Fig. 5 is an end view of a car-platform, showing my improvement as applied to a common form of car-coupling. Fig. 6 is a plan view of Fig. 5.

The object of my invention is the construction of a car-coupling which will allow the cars to be uncoupled on a curve; and it consists in a swinging guard or the combination of a swinging block with a guard which has been cut away at its outer end to receive the block, and into the recess in which the block is pivoted.

The invention will be clearly understood by the aid of the accompanying drawings, to like parts in which like letters of reference in the specification refer.

A represents a plate, by which couplers of the form shown in Figs. 1, 2, 3, and 4 are secured to locomotive-tender frames.

B is the bunter, and C is the frame part of the coupling, which is solid with the bunter and the plate. The guard *a* is also solid with the frame and plate, and this guard is cut away at its outer end or formed with a recess to receive the swinging block E, which is secured in the recess by means of the pin *a'*, which passes through the end of the guard and through the block. (See Fig. 1.) This block E is of such shape in horizontal section that when it is swung inwardly into the position shown in the full lines in Fig. 2 it projects toward the hooks F, and is substantially the same in position and function as a guard of the usual stationary form, which will not admit of uncoupling on a curve, while, if it is swung outwardly, or into the position shown in dotted lines, Fig. 2, the hooks F may be shifted clear of each other, and the car uncoupled on a curve. The precise form of the block E is not essential, so

long as it is of such shape that by swinging it upon its pin one part of it can be brought nearer to or farther away from the hook. The front *d* of the block (see Fig. 2) should be rounded, as shown, in order that the hook of the adjoining car, should it strike the face of the block in coupling, may be guided into position to couple.

For the purpose of preventing the block from swinging too far inwardly, a lug, *b*, Figs. 1 and 2, is provided on the guard-plate, and in order to hold the block in its inward position (shown in Fig. 2) the pin *a'* is provided with a square collar, *f*, fast thereto, which is received in a corresponding square hole, *f'*, in the top of the guard. The lower part of this square collar also projects a short distance into a square socket in the top of the block E, so that when the pin is down in the position shown in Fig. 1 the block is held securely and cannot swing. If, however, the pin *a'* is raised, so as to raise the square collar clear of the block, the block may swing outwardly when struck by the hook of the adjoining car. In the modified forms shown, Figs. 3, 4, 5, and 6, the block E swings on a fixed pivot, *h*, set in the guard or secured to the cross-beam of the platform, and the block is held in its inward position by a pin, *k*, passing through the outer end of the guard, or through braces projecting from the platform-beam. If the pin *k* be pulled, the block swings on its pivot away from the hook, and the space for the play of the hooks between the guards is increased.

In Figs. 3 and 4, *m* is a stop secured to the guard rearwardly of the block, to prevent the block from swinging back farther than is necessary when the pin *k* is pulled.

What I claim is—

The combination, with the guard *a* of a car-coupling, of a laterally or horizontally swinging locking or safety block, E, having a rounded face, as shown, and a vertical pin for securing said block in position, substantially as set forth.

FREDERICK A. CASEY.

Witnesses:

WM. A. MACLEOD.  
ROBERT WALLACE.