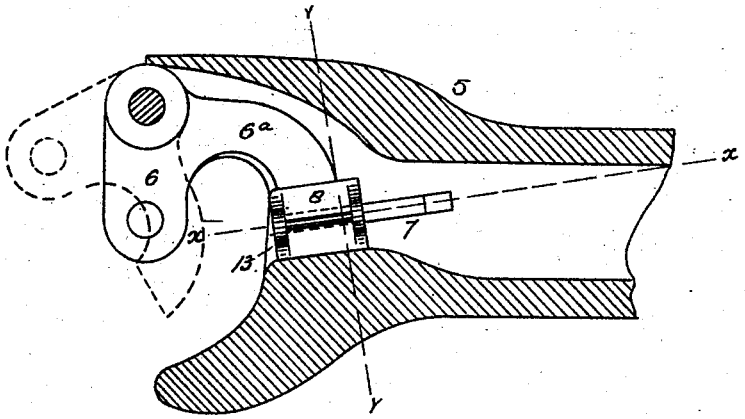
(No Model.)

C. CARLSON.

CAR COUPLING.

No. 553,332. Patented Jan. 21, 1896.

FIG. 1.



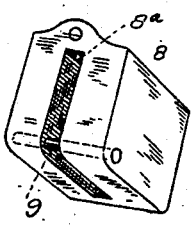


FIG. 4.

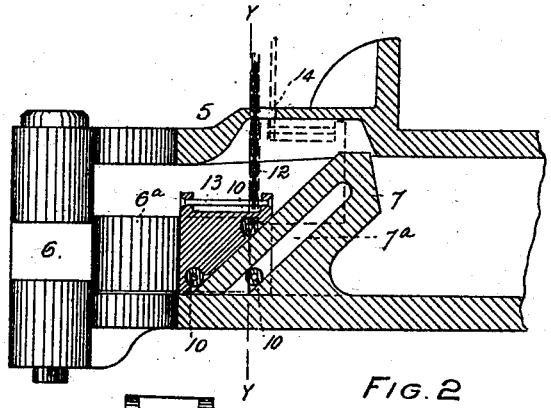


FIG. 2.

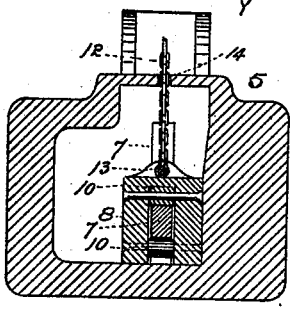


FIG. 3.

WITNESSES:

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INVENTOR
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BY

ATTORNEY

UNITED STATES PATENT OFFICE.

CHARLES CARLSON, OF DEER TRAIL, COLORADO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 553,332, dated January 21, 1896.

Application filed March 29, 1895. Serial No. 543,771. (No model.)

To all whom it may concern:

Be it known that I, CHARLES CARLSON, a citizen of the United States of America, residing at Deer Trail, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Car-Couplers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in car-couplers; and it consists of the features hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a horizontal section taken through the draw-head provided with my improvements. Fig. 2 is a vertical section taken on the line *x x*, Fig. 1. Fig. 3 is a cross-section taken on the line *y y*, Figs. 1 and 2. Fig. 4 is a perspective view in detail of the gravity locking-block, shown without the rollers.

Similar reference-characters indicating corresponding parts in these views, let the numeral 5 designate the draw-head, to one horn of which is pivoted the coupling-jaw 6, having a tongue 6^a adapted to enter the recess of the draw-head. Within the draw-head, and projecting upward from the bottom thereof, is a keeper 7 having an inclined slot 7^a. To this keeper is movably attached a device 8, whose function is to lock the jaw 6 in the coupled position. This device comprises a block having a recess 8^a, adapted to receive the keeper 7. The roof of this recess engages the face of the inclined keeper. The locking-block is attached to the keeper by a pin 9 passing through the block and the inclined slot 7^a. The block may be provided with antifrictional rollers 10 engaging the keeper and adapted to facilitate the movement of the block which rides thereon.

As the coupling-jaw 6 is forced inward by the draw-head of an approaching car, the tongue 6^a engages the block 8 and moves it upward and rearward on the keeper sufficiently to allow the tongue to pass to one side thereof, when the block will return by gravity to its normal position, thus locking the coupling-jaw in place.

When it is desired to uncouple the cars, the locking device may be actuated by any suitable instrumentality. As shown in the drawings, a pin 13 is connected with a chain 12, the pin being passed through the top of the block. This chain enters the draw-head through a suitable opening 14 formed in the top thereof. By pulling upward on the chain the locking-block may be moved upward and backward on the keeper sufficiently to release the tongue of the coupling-jaw, which will then move outward to the uncoupled position as the cars separate.

It must be understood that the locking-block 8 may be used with or without the anti-frictional rollers, as may be desired; neither do I limit myself to the exact construction shown, as I am aware that many modifications may be employed without departing from the spirit of the invention.

Having thus described my invention, what I claim is—

In a car coupler, the combination with the draw-head and pivoted coupling jaw having a tongue adapted to enter the recess of the draw-head, of a slotted, inclined keeper located within the recess of the draw-head, and a locking block movably attached to the keeper and provided with anti-frictional rollers to facilitate the movement thereof, substantially as described.

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

CHARLES CARLSON.

Witnesses:
F. T. FOLSOM,
WM. HENDERSON.