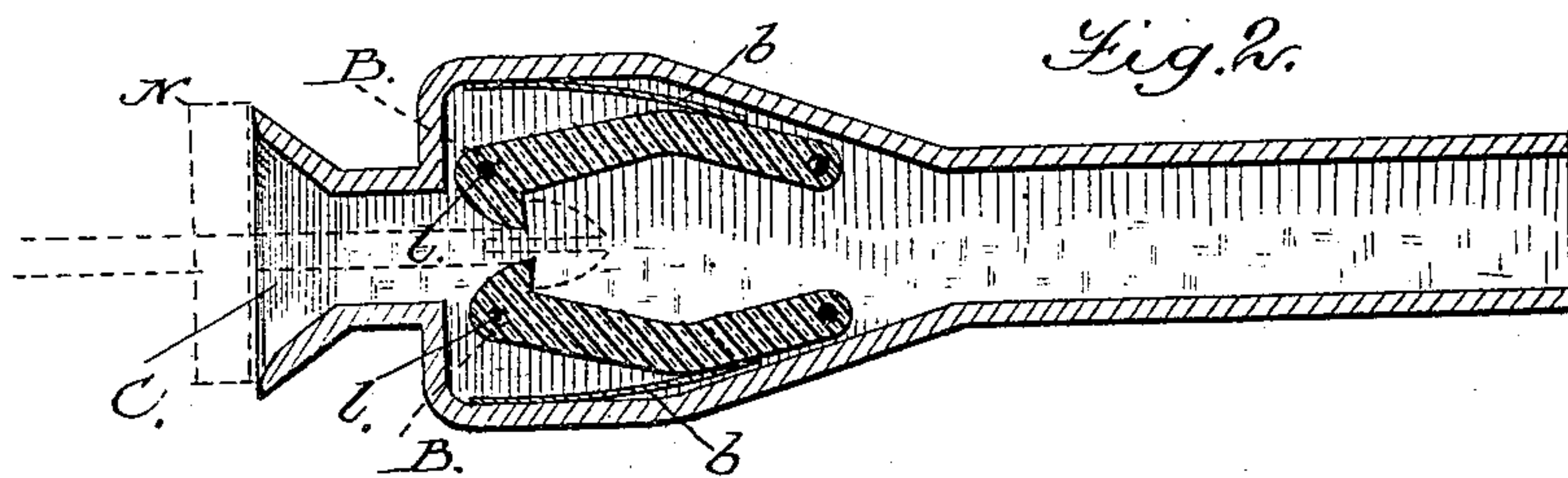
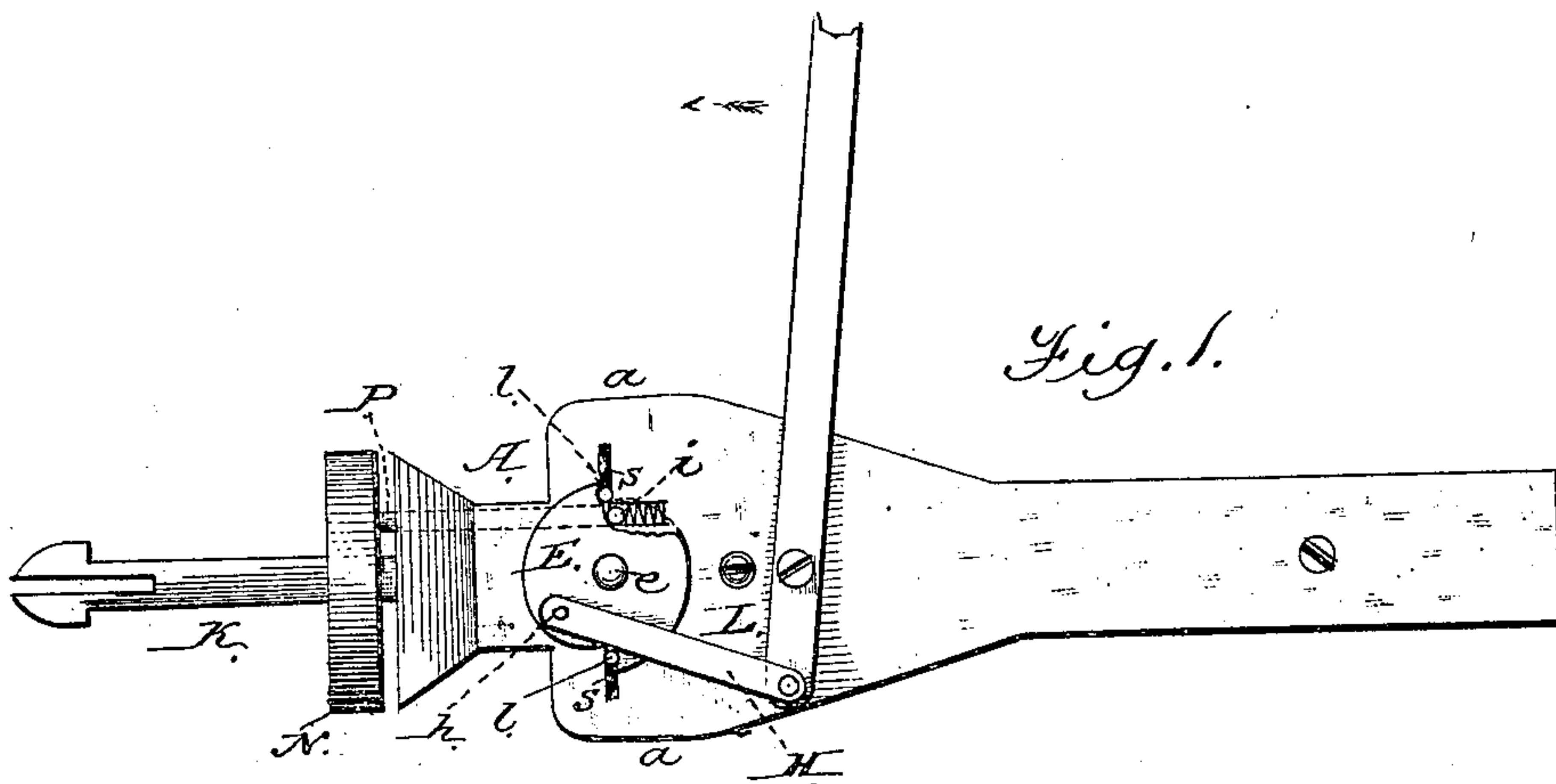


(Model.)

L. B. WEISENBURGH.
Car Coupling.

No. 231,127.

Patented Aug. 10, 1880.



Attest;
J. Walter Fowler,
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Inventor;
Louis B. Weisenburgh
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attys

UNITED STATES PATENT OFFICE.

LOUIS B. WEISENBURGH, OF FRANKFORT, KENTUCKY.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 231,127, dated August 10, 1880.

Application filed March 2, 1880. (Model.)

To all whom it may concern:

Be it known that I, LOUIS B. WEISENBURGH, of Frankfort, State of Kentucky, have invented certain new and useful Improvements in Car-Couplings; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and in which—

10 Figure 1 is a plan view of the coupling as it appears with the cars coupled. Fig. 2 is a horizontal longitudinal section, showing the operative parts in the draw-head.

15 The object of my invention is to provide an automatic car-coupler wherein the coupling-link will be seized when the cars come together, and wherein the cars may be uncoupled without the brakeman passing between them; and my invention consists of draw-heads contain-
20 ing two spring clamping-jaws to seize a coupling bar or link provided with barbed ends, said spring-jaws being provided with lugs which project through the draw-head and come in contact with a cam, which is operated by a
25 lever or other suitable means, in order to retract or release the spring-jaws.

30 In order that those skilled in the art may make and use my invention, I will proceed to describe the exact manner in which I have carried it out.

35 In the said drawings, A represents the draw-head, being enlarged at *a a* to receive within it two pivoted jaws, B B, behind each one of which lies a spring, *b b*, keeping the jaws normally closed. The jaws come together at a point immediately in front of the opening C for the reception of the coupling-link K.

40 Each spring-jaw is provided with an upwardly-projecting lug, *l l*, passing through slots *s s* in the upper side of the draw-head, where they rest against the edge of a double cam, E, which turns on a pivot, *e*.

The eccentric cam is operated by a lever, L,

pivoted at right angles to the draw-head, and connected to the cam by the link H and pin *h*. 45 It will be seen that as the cam is turned the spring-jaws are retracted and their hold on the barbed coupling-link K released. The cam being operated through lever L, the brakeman has no need to pass between the cars. 50

55 It might happen that the spring-jaws would be retracted when two cars come together and there would be no provision for seizing the link. To avoid this I insert through the face of the draw-head a spring-pin, P, which has an upwardly-projecting lug, *i*, on its rear end, fitting into a recess, *i'*, on the lower face of the cam on one side of its pivot, so that when the cam is turned to retract the spring-jaws the pin P is forced forward and the lug *i* lies against 60 the edge of recess *i'*. The center of the coupling-link is provided with a disk, N, of such a circumference as to cover the face of the draw-head. When the cars come together and the barbed head of the coupling link or bar enters 65 the draw-head, should the spring-jaws be retracted the pin P will be projecting, the disk N strikes pin P, which, by means of lug *i* and recess *i'*, forces the cam around and releases the jaws, and allows them to spring together 70 and seize the end of the coupling pin.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

75 The draw-head A, provided with slots *s s*, and the barbed coupling-link K, in combination with the pivoted spring-jaws B, provided with upwardly-projecting lugs *l l*, the cam E, spring-pin P, provided with lugs *i*, lever L, and link H, all constructed, arranged, and operated 80 substantially as and for the purpose set forth.

LOUIS B. WEISENBURGH.

Attest:

R. G. HARROD,
FRANK CHINN.