

(No Model.)

F. P. WANEE.
Car Coupling.

No. 243,478.

Patented June 28, 1881.

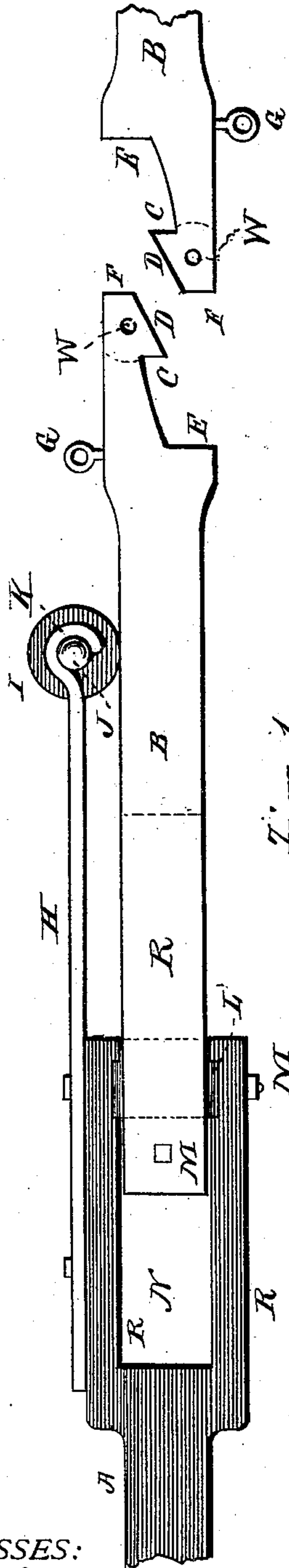


Fig. 1

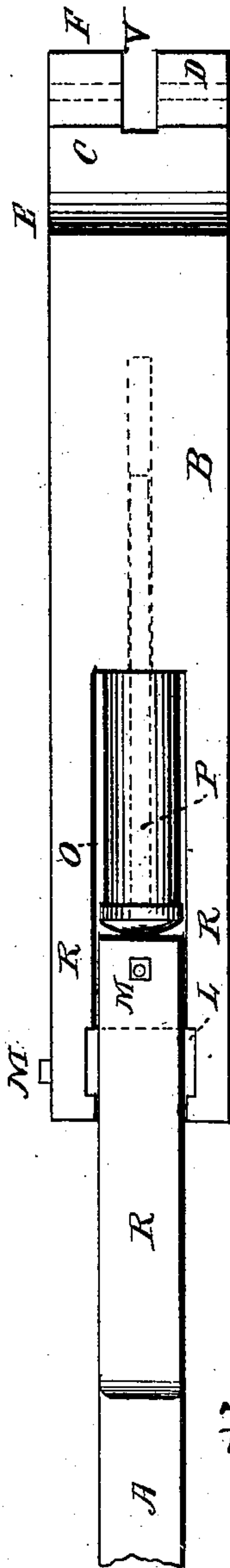


Fig. 2

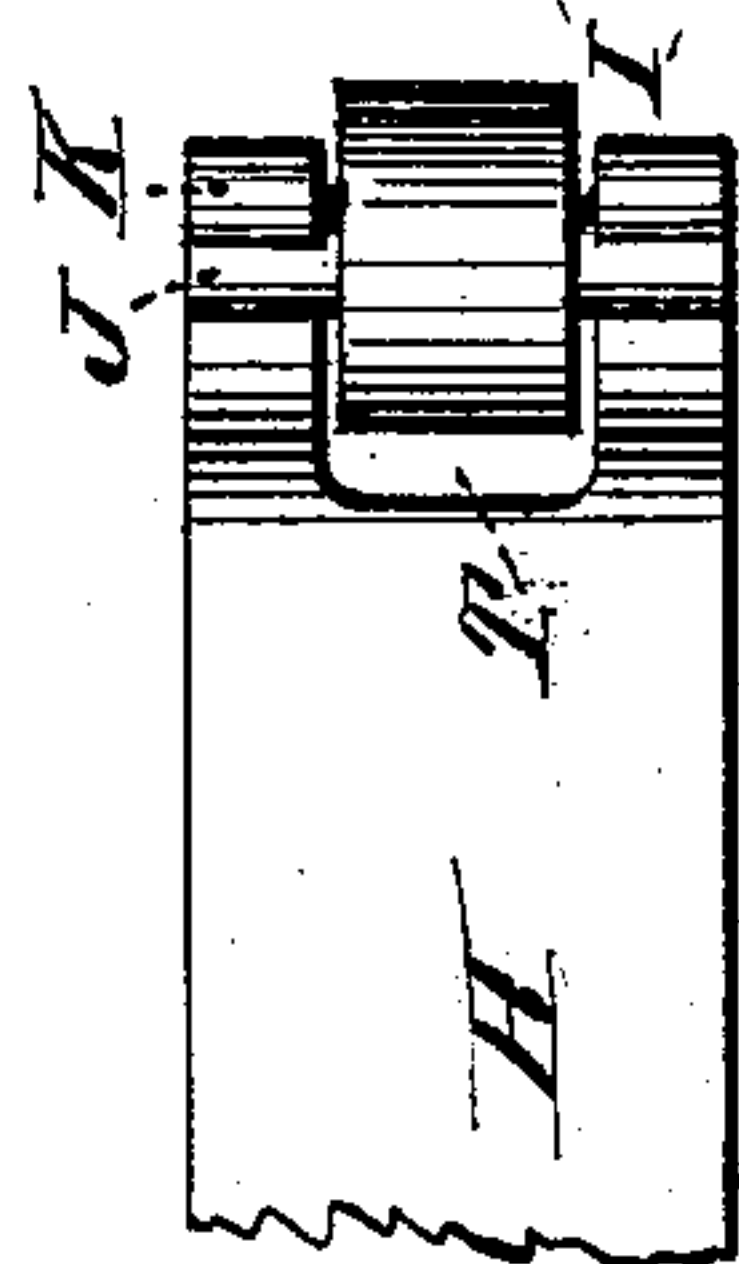


Fig. 3

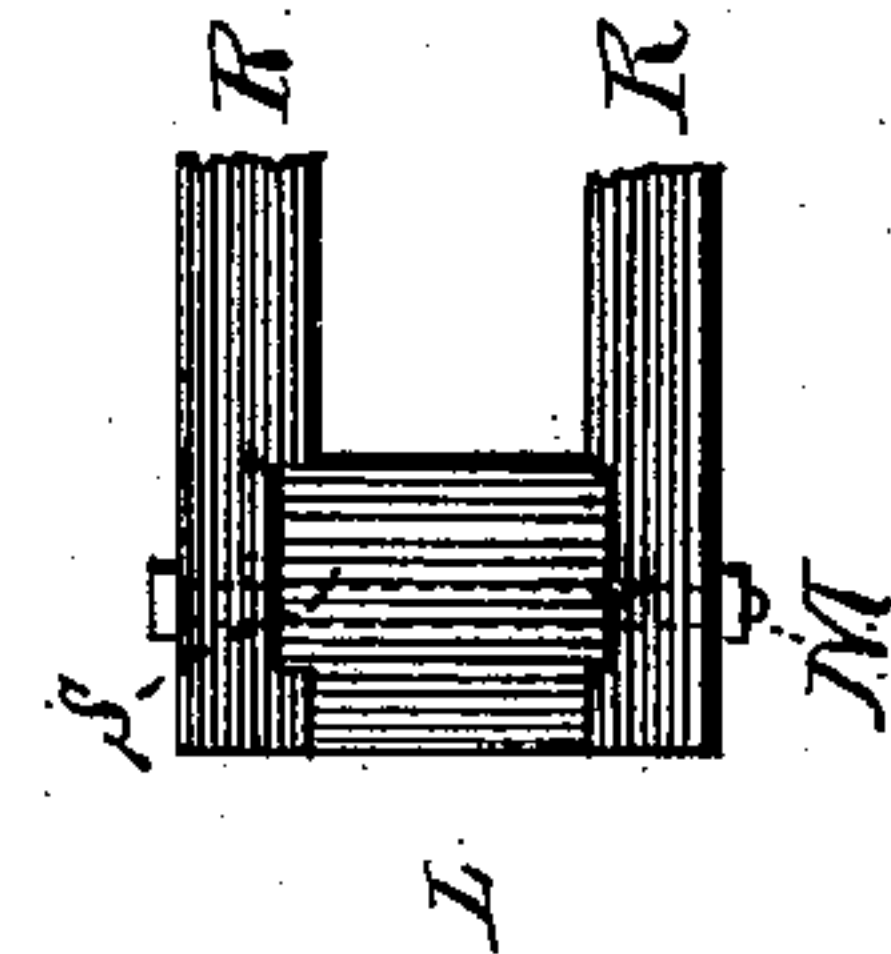


Fig. 4

WITNESSES:

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FRANKLIN P. WANEE, OF WOOD'S STATION, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 243,478, dated June 28, 1881

Application filed March 25, 1881. (No model.)

To all whom it may concern:

Be it known that I, FRANKLIN P. WANEE, of Wood's Station, Butler county, Ohio, have invented certain new and useful Improvements in Car-Couplings, of which the following is a specification.

In the accompanying drawings, Figure 1 is a plan, and Fig. 2 a side elevation, of my improved car-coupling; Fig. 3, an elevation showing fork-block, and Fig. 4 an elevation of the end of the spring with its pressure-roller.

A is a heel-bar fixed to the car-body. It may extend from end to end of the car, and thus unite the couplings by a continuous draw-bar. The end of this bar is forked, and the ends of the branches R are closed by a block, L, fitting in notches in the branches. The bolt M holds the parts firmly together. Fig. 3 shows the arrangement of the block.

B is the coupler, which is forked at the rear and fitted with a block, the same as the heel-bar. The coupler and heel-bar are interlinked, as shown, and the tension is brought upon the blocks L. The parts are linked together loosely, so that the coupler B may move longitudinally, and at the same time have a free radial motion, of which the block in its rear forms the center.

The spring H, attached to the heel-bar or any proper part of the car-body, serves to press the coupler in one direction.

The end of the spring is armed with a roller, I, which permits the free retreat of the coupler. The roller I may be fixed in the end of the spring in any suitable manner, and might even be dispensed with. I construct it with solid journals J and seat it in a fork in the end of the spring, the branches of the fork being formed into bearings, as shown.

The vacant spaces N and O permit the coupler to retreat somewhat under compression,

and this retreat is resisted by the spring P, located in one of the recesses, as shown, or in both, if desired. The spring is made of rubber, or it may be of coiled or leaf-formed steel.

The engaging end of the coupler is formed into a hook, C, having a bevel, D, which causes two couplers, when approaching each other, to move sidewise and interlock in an obvious manner. The prow of the coupler is formed into buffer F, and in the rear of the hook C is arranged a buffing-shoulder, E, adapted to receive the thrust of the buffer F. The notch V in the hook, and the pin-hole W, allow a common link to be used in connection with this coupler.

The act of uncoupling may be accomplished by the direct application of force to one of the couplers, or by means of any suitable system of levers, rods, or cords attached to them.

At G is an eye, which may be utilized as an attaching means for devices which may extend beyond the side of the car, so that cars may be uncoupled without the necessity of passing between their ends.

I claim as my invention—

1. In combination with the hooks C and spring H, the coupler B and heel-bar A, formed with interlinked branches R and blocks I, and the compression-spring P, located between one of said blocks I and the surface at the juncture of the branches upon the piece carrying the other block, substantially as set forth.

2. The fork-closure formed by notches in the inner surfaces of the branches R, the block I, fitted to said notches, and the bolt M, passing through the block and branches, substantially as specified.

FRANKLIN P. WANEE.

Witnesses:

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