

(No Model.)

J. JENNINGS
CAR COUPLING.

No. 362,091.

Patented May 3, 1887.

Fig. 1.

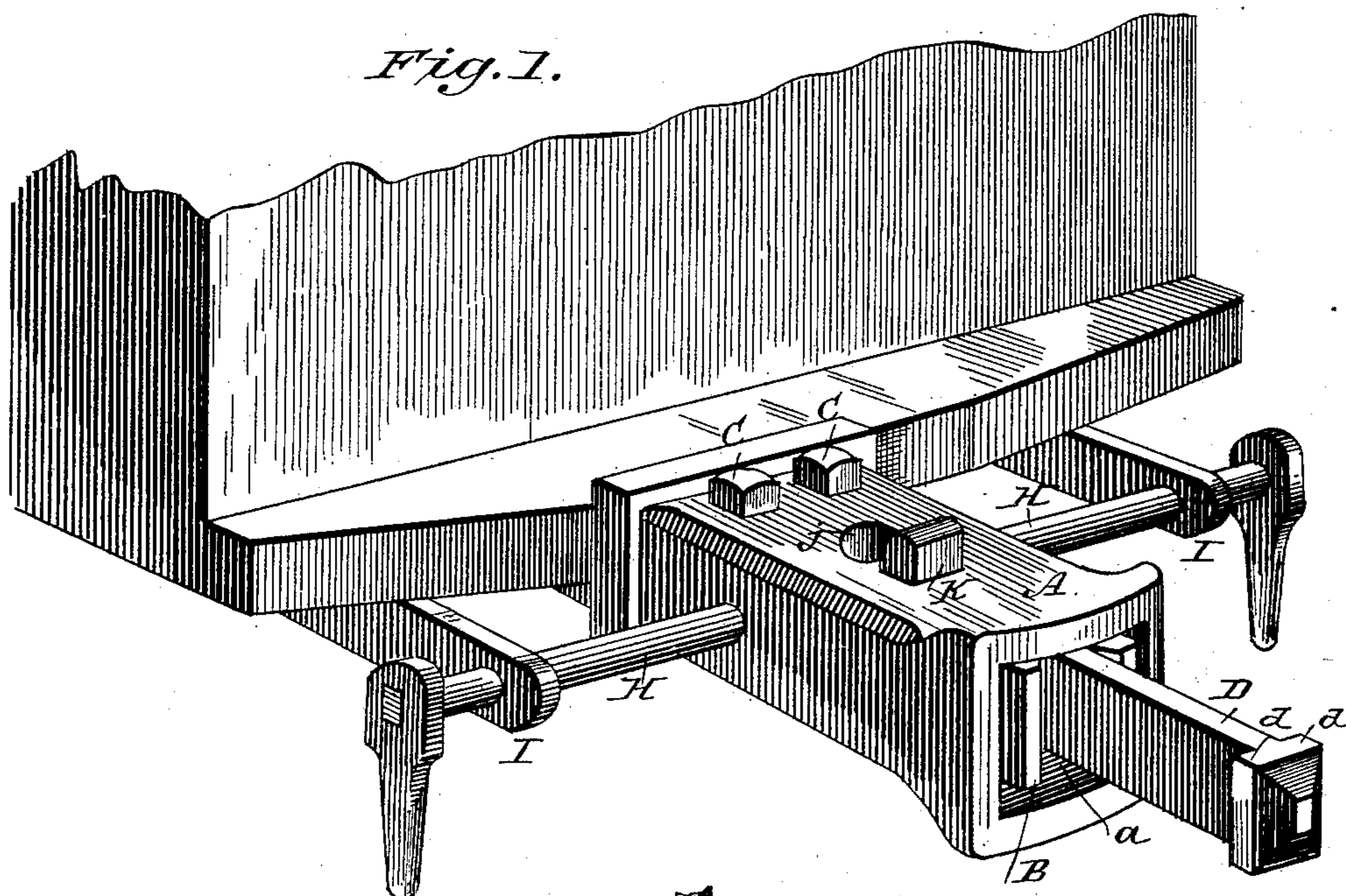


Fig. 2.

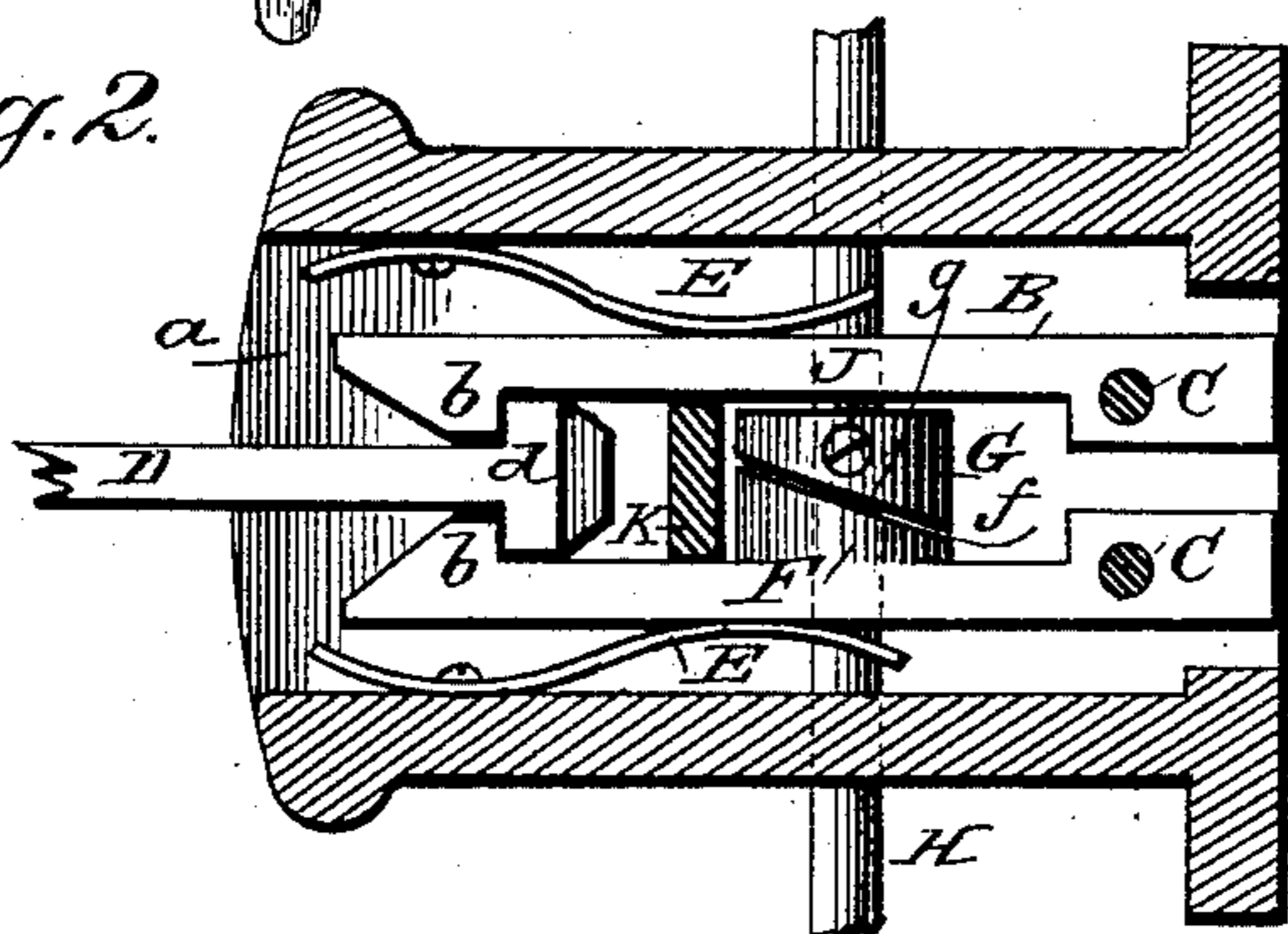
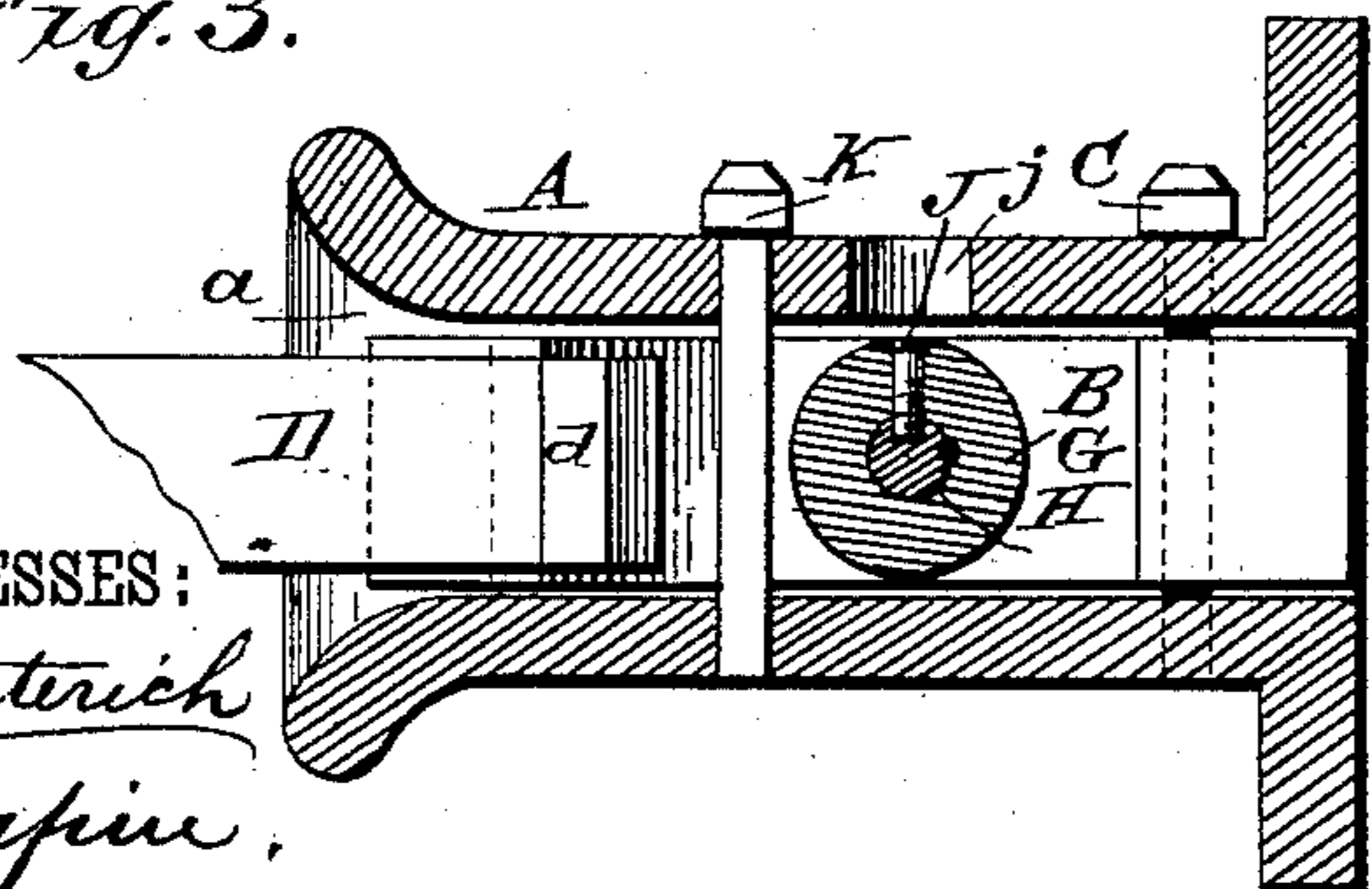


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN JENNINGS, OF CAÑON CITY, COLORADO, ASSIGNOR TO LEWIS E. FRANCK, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 362,091, dated May 3, 1887.

Application filed September 16, 1886. Serial No. 213,749. (No model.)

To all whom it may concern:

Be it known that I, JOHN JENNINGS, of Cañon City, in the county of Fremont and State of Colorado, have invented a new and useful
5 Improvement in Car-Couplings, of which the following is a specification.

My invention is an improved car-coupling, and seeks to provide a simple construction in the use of which it will be entirely unnecessary
10 for the operator to go between the cars either to effect a coupling or uncoupling thereof.

The invention consists in certain features of construction and novel combinations of parts, as will be hereinafter described and claimed.

15 In the drawings, Figure 1 is a perspective view of a portion of one end of a car provided with my improvements. Fig. 2 is a plan view of the coupling devices, the top of the draw-head being removed; and Fig. 3 is a vertical
20 longitudinal section of the coupling drawn through the opening formed to facilitate the application and removal of the cam fastening-bolt.

The draw-head A may be generally of any
25 approved form, and may be attached to the car in any suitable manner.

The anchor-bars B are pivoted at their rear ends by a vertical bolt, C, to the draw-head at the rear of the socket *a* of such head, and
30 such bars extend forward—one at each side of said socket—to near the front end or mouth of same. At their front ends the inner or adjacent sides of the bars are beveled inward, forming practically a flaring mouth to direct
35 the draw-bar inward between the anchor-bars. In rear of such beveled surfaces the anchor-bars are formed with backwardly-facing shoulders *b*, which serve to clutch the heads *d* of the draw-bars D when the latter are forced be-
40 tween the anchor-bars in the use of the coupling. Springs E are connected at one end to the anchor-bars, and bear at their opposite ends against the wall of the draw-head sockets, such springs serving normally to force the
45 anchor-bars inward toward each other. One of these anchor-bars is formed in casting, or otherwise suitably provided on its inner side with a bearing, F, for the operating-cam, which bearing F is itself, by preference, formed
50 with a cam-face, *f*, for engagement by the acting face of the operating-cam. This operat-

ing-cam G is supported so it can be revolved, and has next the bearing F a cam-face, *g*, which engages said bearing as the cam is revolved, and operates to force the anchor-bars apart to
55 free the draw-bar, or may serve to hold such bars apart to receive a link, and so permit the proper coupling of my improved coupling with an ordinary link-and-pin coupling. The cam G, as shown, is revolvably supported be-
60 tween the anchor-bars, and this is preferably effected by securing it on a shaft, H, extended through and beyond the opposite sides of the draw-head, and having at its ends handles by
65 which it may be turned. Such shaft is supported near its ends in bearings I, suitably secured to the car.

The cam G is perforated to permit the passage of shaft H, and the perforation and shaft are preferably formed with, respectively, a
70 keyway and a feather to enable the keying of the cam on the shaft. To secure such cam to the shaft, a bolt, J, is passed through such parts when they are properly arranged. An opening, *j*, formed through the wall of the
75 draw-head, permits the application and removal of the bolt J.

In front of the cam mechanism and between the anchor-bars I arrange a pin, K. By this pin the improved coupling may be coupled
80 with an ordinary link-and-pin coupling; but the main purpose of such pin is to protect the cam mechanism from injury by the draw-bar in entering the draw-head, and also from injury by said draw-bar when the latter is held
85 in the draw-head and is forced to couple with another draw-head, as will be understood. By supporting the cam on a horizontal axis an easy, strong action is obtained, and the said cam may be operated from either side of the
90 car without any complicated connections.

Having thus described my invention, what I claim as new is—

1. In a car-coupling, the combination of spring-actuated anchor-bars, one of which has
95 a bearing on its inner side, a cam arranged to operate between said bars and to engage said bearing, and a shaft for supporting said cam, such shaft being arranged in or approximately parallel to the plane of movement of the bars,
100 substantially as set forth.

2. The combination, with spring-actuated

anchor-bars, of a cam arranged between them and suitably supported, whereby it may revolve on a horizontal axis, substantially as set forth.

5 3. The combination, with the anchor-bars, of a cam-faced bearing fixed to one of such bars and a cam movable and arranged to engage said bearing, the axis of such movable cam being in or approximately parallel with
10 the plane of movement of the anchor-bars, substantially as set forth.

4. The combination of the draw-head, spring-actuated anchor-bars, the cam arranged between said bars and adapted to engage a bearing on one of same, a shaft passed through
15 said cam, and a bolt for connecting said cam and shaft, the draw-head being provided with

an opening suitably arranged to permit the application and removal of said bolt, substantially as described, and for the purposes specified. 20

5. The improved car-coupling, consisting of the draw-head, the spring-actuated anchor-bars, one of which is provided with a cam-faced bearing, the cam arranged to engage said bearing, the shaft, the bolt connecting the cam and shaft, the draw-head being provided with an opening to permit the adjustment of the bolt, and the pin arranged in front of the cam mechanism, substantially as set forth. 25

JOHN JENNINGS.

Witnesses:

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