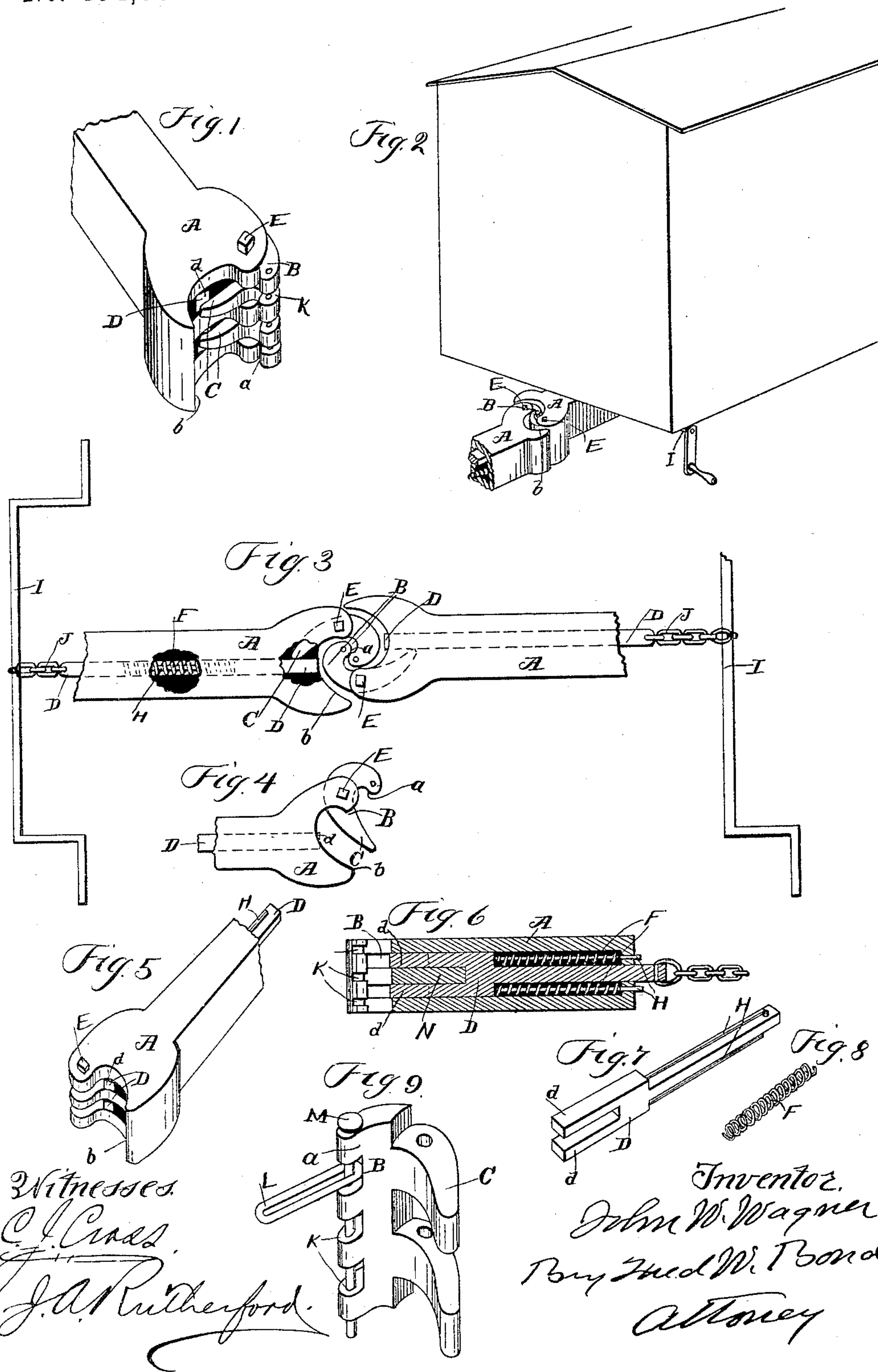


(No Model.)

J. W. WAGNER.
CAR COUPLING.

No. 454,550.

Patented June 23, 1891.



UNITED STATES PATENT OFFICE.

JOHN W. WAGNER, OF DALTON, OHIO.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 454,550, dated June 23, 1891.

Application filed February 5, 1891. Serial No. 380,340. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. WAGNER, a citizen of the United States, residing at Dalton, in the county of Wayne and State of Ohio, have invented certain new and useful Improvements in Car-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters of reference marked thereon, in which—

Figure 1 is a view of a portion of a draw-head. Fig. 2 is a view showing a draw-head in proper position with reference to a car, illustrating the position of a draw-head properly attached or coupled. Fig. 3 is a top view of the draw-heads, showing them properly located and attached together. Fig. 4 is a view of a portion of a draw-head, showing its pivoted jaw released. Fig. 5 is a view showing the pivoted jaw removed. Fig. 6 is a longitudinal section of one of the draw-heads. Fig. 7 is a detached view of the locking-bar. Fig. 8 is a detached view of one of the springs. Fig. 9 is a detached view of the pivoted jaw, showing a link connected thereto.

The present invention has relation to car-couplings; and it consists in the different parts and combination of parts hereinafter described, and particularly pointed out in the claim.

Similar letters of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, A represents the draw-head, which is attached to a car in the ordinary manner. To the draw-heads A are pivotally attached the coupling-jaws B, which jaws are curved so as to form the hook *a*. The arms C are substantially of the form shown in Figs. 1, 3, 4, and 9, and, as shown, two arms are located upon the coupling-jaws B. The opposite sides of the draw-heads A are provided with the concaved extensions *b*, which are for the purpose hereinafter described.

Within the draw-head A is located the locking-bar D, which bar is provided with the arms *d*, said locking-bar being for the purpose of holding the pivoted jaws B in the positions illustrated in Fig. 3.

In use, when it is desired to couple the draw-heads A together, the pivoted jaw B in one of the draw-heads is released by drawing the locking-bar D out of contact with the arms C, and the arms C, together with jaws B, placed in the position illustrated in Fig. 1, at which time the draw-head designed to be coupled is brought toward the draw-head having the arms C, and the jaw B released or unlocked, at which time the outer end of the jaw B, which is locked, will bear or press against the arms C, which causes the jaw B, together with the arms C, to turn on the bolt E until the arms C have passed the arms *d* of the locking-bar D, at which time the jaws B will be locked or hooked together, and at the same time the locking-bar D will be automatically forced forward by means of the springs F, thereby securely locking the pivoted jaws B.

To the locking-bar D are attached the rods H, which rods are for the purpose of holding in proper position the springs F. It will be understood that as the locking-bar D is drawn backward and out of contact with the arms C the springs F will be contracted and said springs will be free to expand when the locking-bar D is released.

For the purpose of providing a means for drawing the locking-bar D backward the shaft I is provided, to which shaft is attached the chain or cord J, and the chain wrapped around the shaft; or, if desired, a lever may be provided to attach the chain and operate the same, as it is immaterial as to the means used for drawing the locking-bar backward. It will be understood that if a shaft such as I is used it should be journaled to the car.

For the purpose of providing a means for coupling to draw-heads not provided with my improved device I provide the notches K, which notches are for the purpose of receiving one end of the link L, the opposite end of said link being entered in the draw-head in the ordinary manner.

For the purpose of providing a means for coupling cars of unequal height I provide a series of notches, such as K, and locate the link L in the notch, which will give the link L the desired adjustment. The link L is properly held to the pivoted jaws B by means of the pin M.

For the purpose of providing a guide for the locking-bar D the partition N is provided, and the arms *d* located one above said partition and the other below it, said partition also
5 serving the purpose of strengthening the draw-head.

It will be understood that the chain J is to be attached to the locking-bar D in any convenient manner.

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

The combination of the draw-heads A, the pivoted jaws B, the concaved extensions *b*, the locking-bar D, provided with the arms *d*, 15 the rods H, and the springs F, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN W. WAGNER.

Witnesses:

E. A. C. SMITH,
F. W. BOND.