(No Model.)

J. FISCHER.

CAR COUPLING.

No. 502,711. Patented Aug. 8, 1893.

Fig. 1.

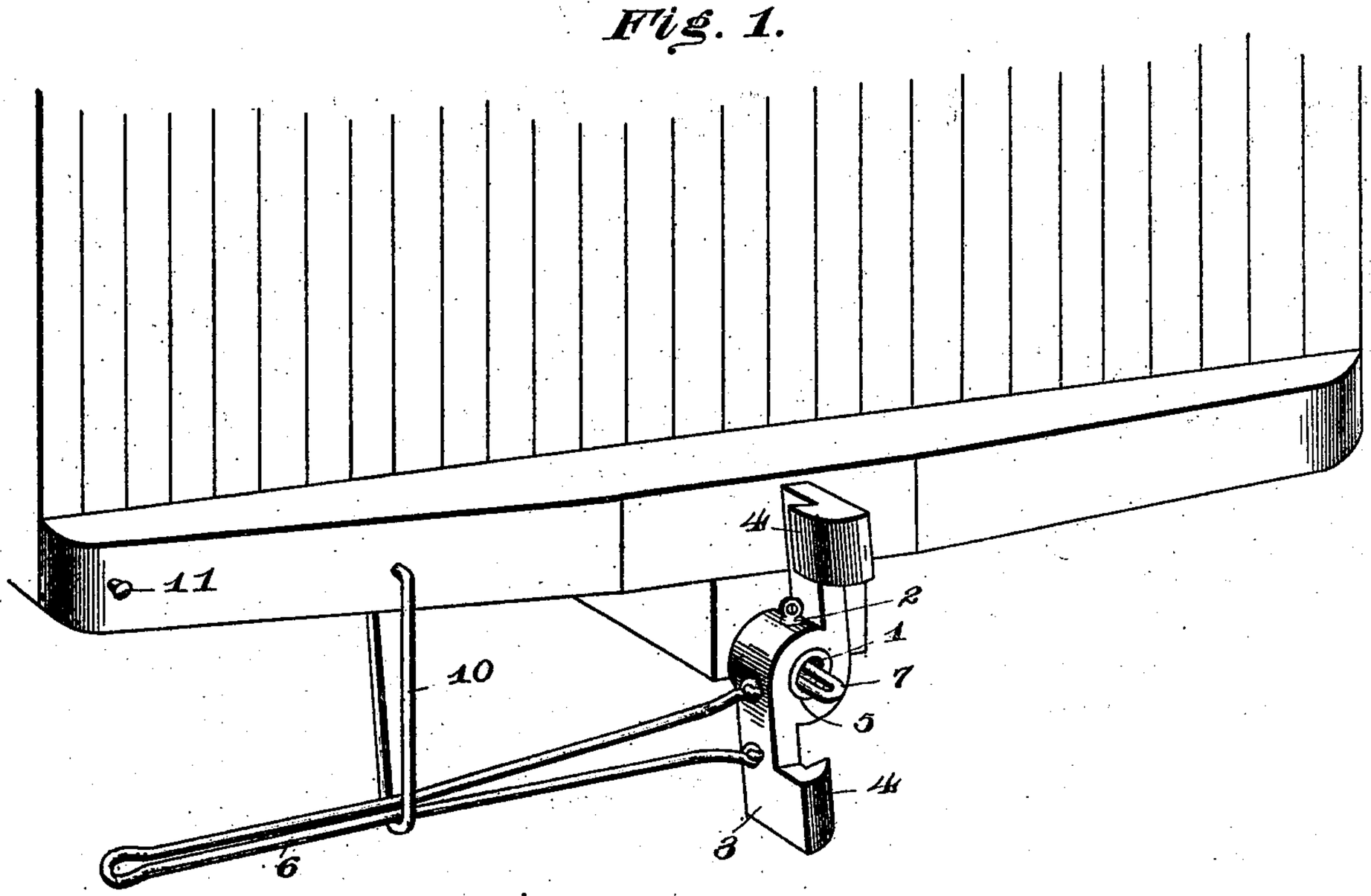
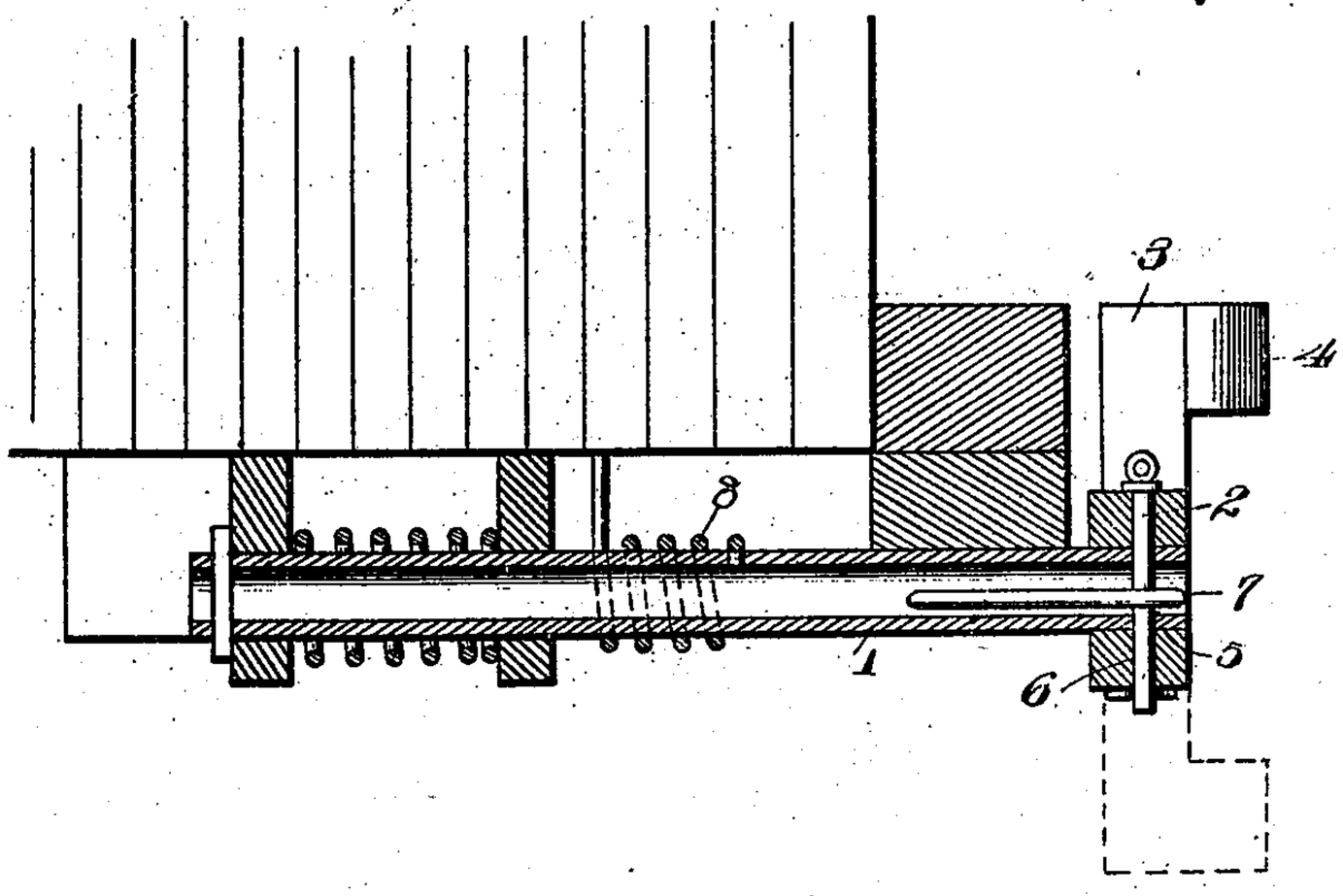


Fig. 2.



Witnesses
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N. W. Riley

Inventor
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By his Attorneys,
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UNITED STATES PATENT OFFICE.

JOHN FISCHER, OF SCOTTDALE, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO J. R. STAUFFER, OF SAME PLACE.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 502,711, dated August 8, 1893.

Application filed February 8, 1893. Serial No. 461,487. (No model.)

To all whom it may concern:

Be it known that I, JOHN FISCHER, a citizen of the United States, residing at Scottdale, in the county of Westmoreland and State of Pennsylvania, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

The object of the present invention is to simplify and improve the construction of twin-jaw car couplings, and to provide an automatic one which will not necessitate going between cars in coupling and uncoupling, and which will be positive and reliable in operation.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of a car coupling constructed in accordance with this invention. Fig. 2 is a vertical longitudinal sectional view.

Like numerals of reference indicate corresponding parts in both the figures of the drawings.

1 designates a hollow cylindrical draw-bar having detachably secured to its front end by a coupling pin 2 a twin-jaw coupler-head 3, which is approximately vertically disposed, and which consists of similar oppositely disposed upper and lower hooks 4 adapted to engage similar hooks of a twin draw-head. The draw-head 3 is provided with a central opening 5 to receive the front end of the draw-bar, and it is provided with a coupling-pin perforation 6 which receives the coupling pin 2. The coupling pin 2 passes through a coupling pin perforation of the draw-bar, and enables a link 7 to be employed for coupling with the ordinary construction of pin and link car couplings, and also in event of the breakage of the twin-jaw draw-head. When the link is not in use it may be stored in the hollow or tubular draw-bar ready for use. The draw-head is held in proper position for coupling by a spiral spring 8, which is disposed on the inner portion of the draw-bar and is secured thereto and is also connected with the car. The spring does not interfere with the use of the ordinary draw-spring, and maintains the hooks 4 in positive engagement with the hooks of a similar draw-head. The uncoupling is performed by a lever 9 having its inner end attached to the draw-head, and its outer end terminating at one side of the car; the lever is arranged in a keeper depending from the car; and the keeper 10 serves as a stop to limit the movement of the draw-head by the spring to maintain the draw-head in proper position. The keeper 10 is of sufficient length to permit the lever to be slightly elevated from its lower end when cars are coupled, to enable the draw-heads to have sufficient play without the lever striking against the lower end of the keeper.

When it is desired to hold the draw-head uncoupled the lever is brought by raising into engagement with a projection 11 of the car.

It will be seen that the car coupling is simple and effective in operation, and that it is adapted to couple with the ordinary pin and link coupling besides its coupling with a twin draw-head.

Changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

The hollow outer portion of the draw-bar forms a link cavity, and the coupling pin is held against accidental disengagement by a key. The projection or stop 11 forms a catch for the lever but other forms of catches may be employed.

What I claim is—

1. In a car coupling, the combination of a rotary tubular draw-bar adapted for the storage of coupling links and provided at its front end with transversely-aligned perforations, a twin jaw draw-head provided with a central opening fitted upon the draw-bar and having perforations which register with those in the draw-bar, a coupling-pin engaging said registering perforations and also adapted for the engagement of a coupling-link, and a torsional actuating spring operatively connected to the draw-bar to hold the draw-head in its engaging position, substantially as specified.

2. In a car-coupling, the combination of a

rotary draw-bar provided with a torsional actuating spring, a twin jaw draw-head having a central opening which is fitted upon the front of said draw-bar, and a coupling-pin engaging registering perforations in the draw-head and draw-bar, whereby the former is fixed to the latter for rotation therewith and is detachable therefrom upon the disengagement of said coupling pin, substantially as specified.

3. In a car-coupling, the combination of a rotary draw-bar, a draw-head fixed to the front end of the draw-bar, an actuating spring connected to the draw-bar to hold the draw-head normally in its operative position, an uncoupling lever fixed at one end to the draw-head whereby the latter may be rotated against the tension of said spring, and a fixed keeper in which the free end of the lever swings, and which serves to limit the rotation of the draw-head when not in engagement with an opposing draw-head, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN FISCHER.

Witnesses:
J. H. SIGGERS,
ARTHUR B. SEIBOLD.