

(No Model.)

C. P. CALLAWAY.  
CAR COUPLING.

No. 536,717.

Patented Apr. 2, 1895.

Fig. 1.

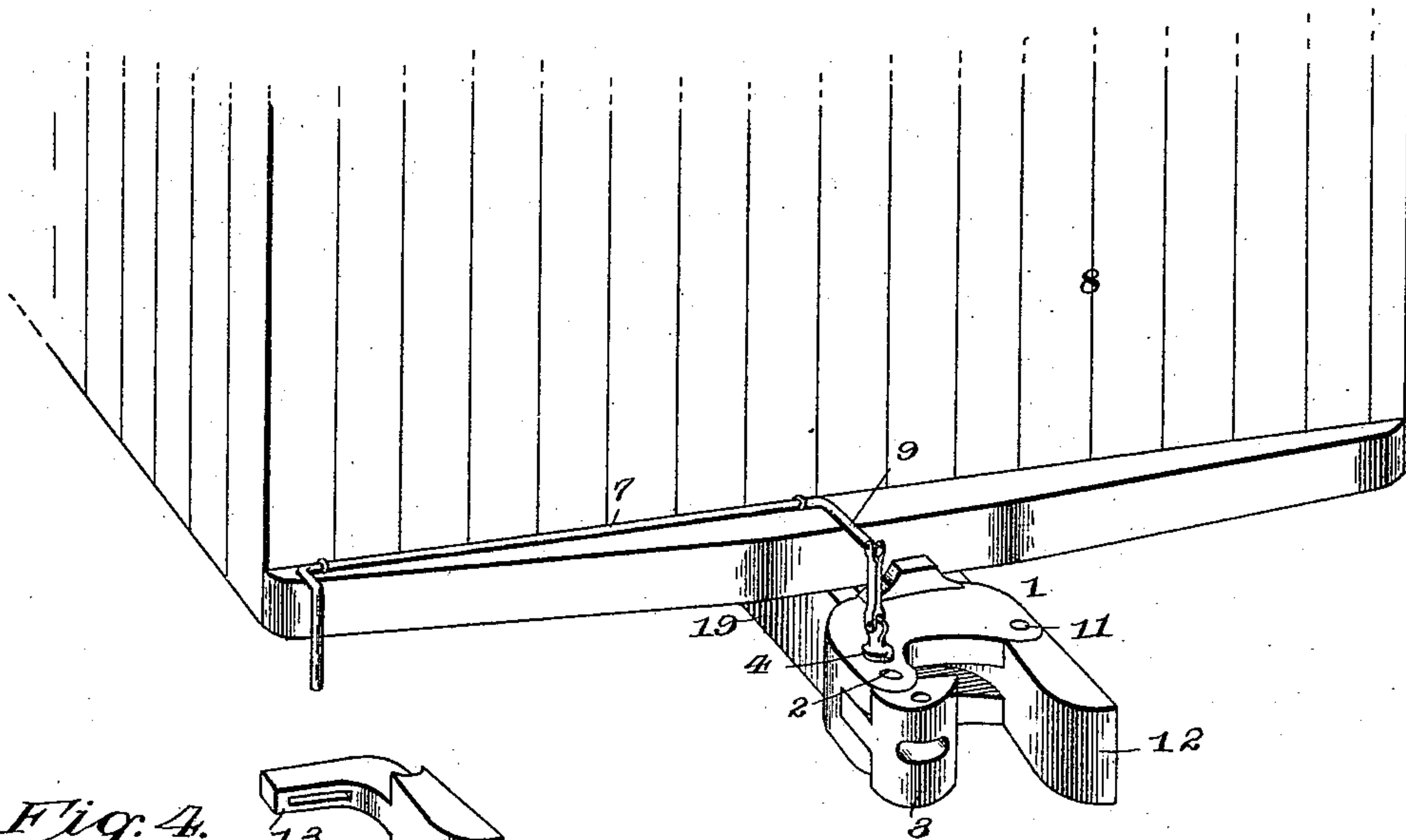


Fig. 4.

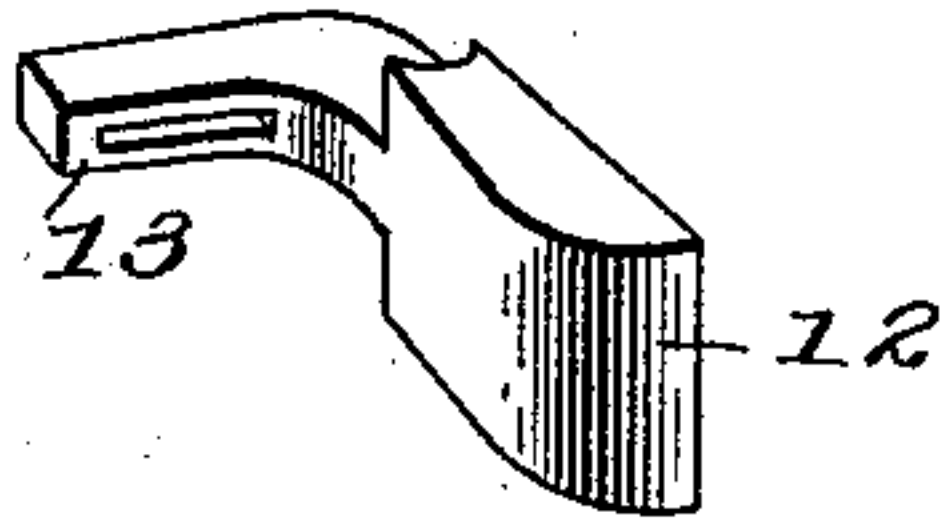


Fig. 2.

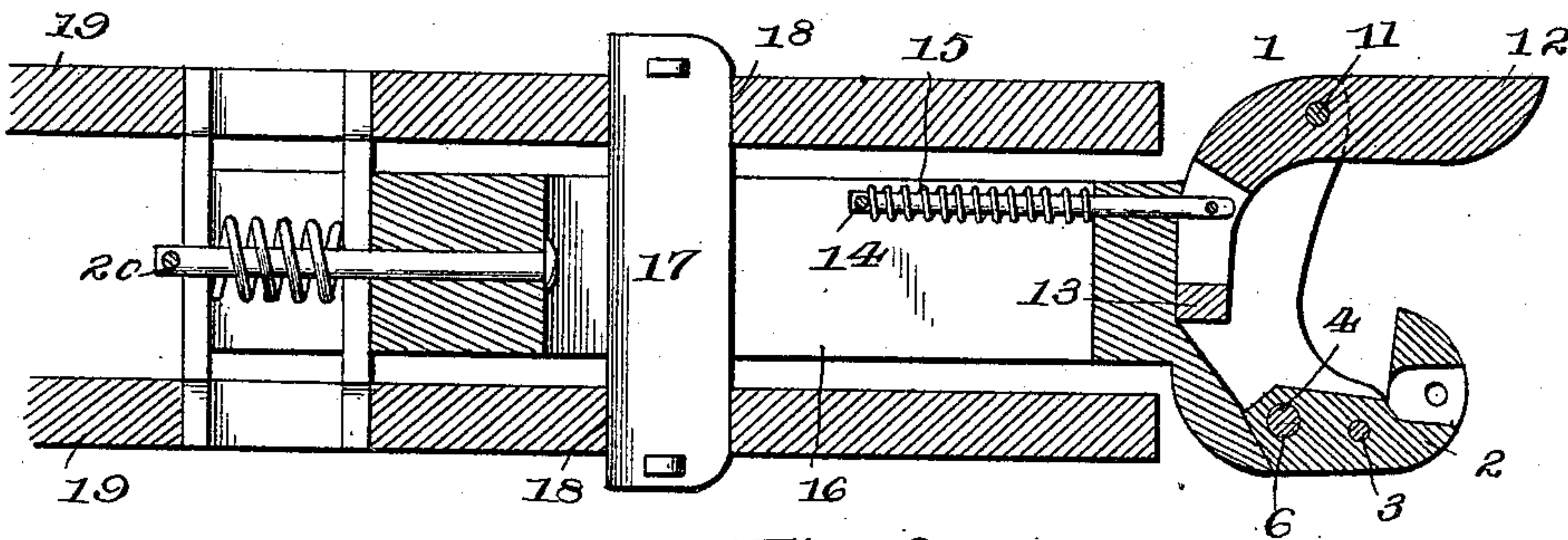
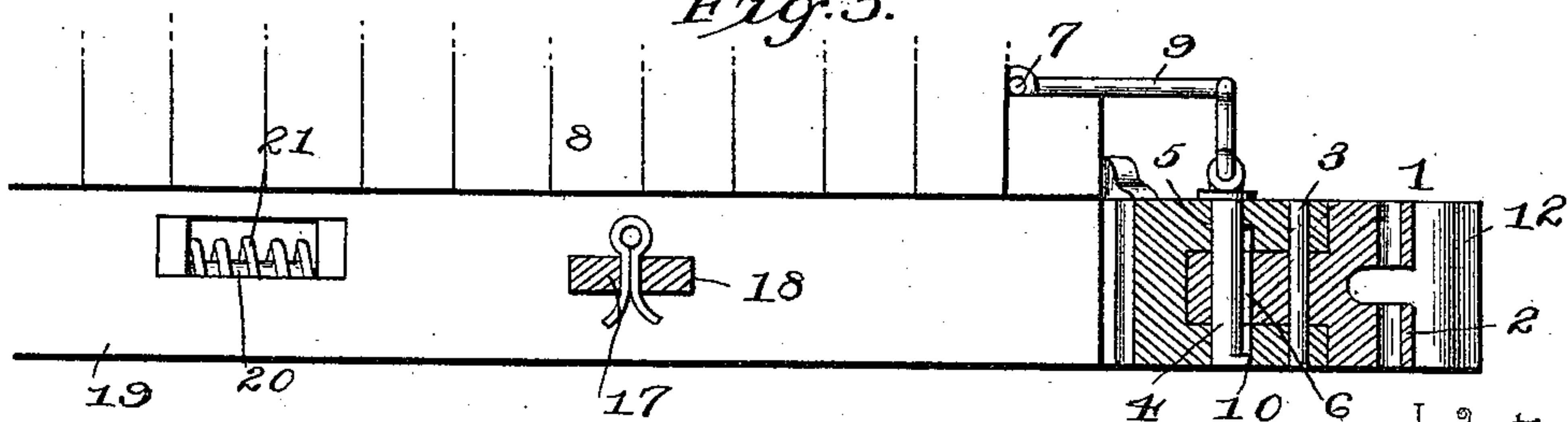


Fig. 3.



Christopher P. Callaway,

By his Attorneys.

Witnesses

C. A. Ford.  
J. H. Riley

C. A. Snow & Co.



# UNITED STATES PATENT OFFICE.

CHRISTOPHER P. CALLAWAY, OF LOUISVILLE, ASSIGNOR OF ONE-HALF TO  
BEN HUND, OF CLIFTON, KENTUCKY.

## CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 536,717, dated April 2, 1895.

Application filed May 18, 1894. Serial No. 511,669. (No model.)

*To all whom it may concern:*

Be it known that I, CHRISTOPHER P. CALLAWAY, a citizen of the United States, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented a new and useful Car-Coupling, of which the following is a specification.

The invention relates to improvements in car couplings.

10 The object of the present invention is to improve the construction of car couplings, and to provide a simple and inexpensive one, capable of automatic coupling, and adapted to be readily uncoupled without going between cars.

15 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.

20 In the drawings, Figure 1 is a perspective view of a car coupling constructed in accordance with this invention, and shown applied to a car. Fig. 2 is a horizontal sectional view. Fig. 3 is a vertical sectional view, illustrating the manner of mounting the coupling pin for locking the knuckle. Fig. 4 is a detail perspective view of the yielding jaw.

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

30 1 designates a draw-head having pivoted to one side of it by a knuckle pin 2, a knuckle 3, which is locked by a vertically movable pin 4 arranged in a perforation 5 of the draw-head, and adapted to engage a corresponding perforation 6 of the arm of the knuckle. The locking pin is operated by a rock-shaft 7 mounted on a car 8, and provided at its outer end with a handle, and at its inner end with an arm 9, which is connected with the upper end of the locking pin 4. The handle is located at one side of the car to enable the locking pin to be readily lifted to release the knuckle for uncoupling without going between cars.

45 In assembling the parts, the locking pin is passed upward through the bottom of the draw-head, and is provided at its lower end with a lug 10. The top of the draw-head at the locking pin perforation is provided with a recess to receive the lug 10, to permit the locking pins to be raised sufficiently to release

the arm of the knuckle; and the lug is adapted to prevent the locking pin from being entirely withdrawn from the draw-head by the rock-shaft. The locking pin is provided at its upper end with a collar which rests upon the top of the draw-head when the locking pin is lowered.

At the opposite side of the draw-head to that occupied by the knuckle, is pivoted by a pin 11, a jaw 12, which is adapted to yield outward laterally to enable two draw-heads to couple whether the knuckles be open or locked. The yielding jaw 12 is provided with an inward extending arm 13 and pivoted to the latter is a longitudinally disposed pin or rod 14 arranged within the draw-bar or shank of the draw-head and provided at its rear end with a stop, and having disposed on it a spiral spring 15, which is interposed between the stop at the inner or rear end of the rod or pin and the draw-head, whereby the jaw is spring-actuated.

75 The draw-bar is provided with a horizontally disposed longitudinally arranged opening 16 receiving a transverse retaining bar 17 keyed in corresponding openings or slots 18 of the draw-timbers 19. The longitudinal opening of the draw-bar is of sufficient length to permit the ordinary movements of the draw-head which is cushioned in the usual manner by a draw bolt 20 and a spiral spring 21. Should the draw-head become disconnected it will be prevented from falling to the track by the transverse bar 17. Should the draw-head break at the front end of the shank or draw-bar, it will be retained by the longitudinal pin or rod 14.

90 The car coupling is adapted to couple with a corresponding coupling, those of the Janney type; and the knuckle is provided with a slot or opening and a coupling pin perforation to enable the draw-head to couple with an ordinary pin and link coupling.

95 It will readily be seen that the car coupling is simple and comparatively inexpensive in construction, that it is positive and reliable in operation, and that it is capable of automatic coupling and of ready uncoupling without going between cars.

100 Changes in the form, proportion and minor details of construction may be resorted to

without departing from the spirit or sacrificing any of the advantages of this invention.

What I claim is—

1. In a car coupling, the combination of a  
5 draw-head, a knuckle pivoted at one side thereof, a jaw pivoted at the other side of the draw-head and provided with an inward extending arm disposed transversely of the draw-head, a pin disposed longitudinally of the  
10 draw-head and pivoted at its front end to the arm of the jaw, a spiral spring disposed on the pin and engaging the same, and means for locking the knuckle, substantially as described.

15 2. In a car coupling, the combination of a car provided with draw timbers having corresponding slots, a draw-head having a draw-bar provided with a horizontally disposed longitudinal opening, a transverse bar passing

through the opening of the draw-bar and arranged in the slots of the draw timbers, and detachably secured therein, a knuckle pivoted at one side of the draw-head, a jaw pivoted at the other side thereof and provided with an inward extending arm disposed transversely of  
25 the draw-head, a pin pivoted to the arm of the jaw and extending inward therefrom into the opening of the draw-bar, and a spring disposed on the pin, substantially as and for the purpose described.

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

CHRISTOPHER P. CALLAWAY.

Witnesses:

W. J. LAVELL,  
J. P. ROCHE.